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315 • September 1999

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Taking It Easy

This one's enough to cure any hypochondriac. A woman settled a malpractice lawsuit for about \$4 million. She had entered the hospital to have a benign (that's BENIGN) tumor removed from her neck. Over the next four months, allegedly because of errors and infections, both her legs had to be amputated below the knee and tubes had to be inserted in her body to help her eat and breathe. (I would have hit them up for way more than \$4 million.)

And life goes on. North Dakota legislators decided against a proposal to crack down on impatient motorists who relieve themselves and toss their urine and feces-filled plastic containers to the side of the road. The containers create health hazards when cleanup crews accidentally smash them with vehicles and mowers. A representative said—now get this—“We want to promote tourism, and it [such a new law] might be offensive.” I know one state where I won't be spending my next vacation.

Not a bad way to go. Red wine was his favorite beverage. In fact, he liked it so much that he drank 300 bottles of it. He died of alcohol poisoning and was discovered nine months later, perfectly preserved. He drank so much of the grape that the alcohol permeated all his soft tissues and his body mummified instead of becoming decayed. Cool!

I take escalators for granted, don't you? Well, not in Nicaragua. Escalators were recently installed for the first time in a mall in Managua. When it was time for a woman to get off her ride at the second floor, she leaped in terror from the escalator onto the floor, lost her balance, and staggered through the food court, knocking over tables and landing against a wall.

And hot from our “Fun with Exotic Critters” file: A guy had a two 7-inch-long piranha that needed dinner, so he asked his mother to add it to her shopping list. When she returned, she had forgotten to buy them their goodies. This upset him so much that he choked her almost into unconsciousness. (No Mother's Day gift for her.)

Now here's an intricate situation. After this woman's sex-capades were shown on MTV, she found herself in a custody battle over her 3-year-old daughter. Seems she and her husband shared their sex life with another man. When she appeared on TV, she said that the two men were tiring her out, so another female was brought into the fold. The child in question was fathered by yet another man, whose parents filed the custody petition. But the woman argued that her freedom of religion (she was a self-proclaimed pagan) was being abridged!

Here's an Easyriders educational moment. The phrase “rule of thumb” is derived from an old English law, stating that you cannot beat your wife with anything wider than your thumb.

What are the odds of this one happening? A man was rescued from a cliff where he'd been hanging by his fingers for about 20 minutes. Now here's the hard-to-believe part of the story. He'd called the emergency rescue operator on his cell phone earlier in the day and managed to make another call to them from the cliff by pressing “redial” with his nose. The phone had miraculously fallen down the mountain with him and had landed right next to him (Who says those things don't come in handy).

A couple got tired of living in their mobile home, so they decided to stage a heist on an armored car. They were successful and got away with \$17 million! While on the lam, she went into a bank with a suitcase filled with \$200,000 that was wrapped in the armored car's company currency wrappers. She asked the manager, “How much can I deposit without the bank reporting the transaction?” Another move that brought them to the attention of the powers-that-be was their migration from a mobile home to a \$600,000 house.

The cops searched this dude's home and found an illegal possession: the dude's shotgun. The search is being challenged in court, though, because the police need a judicial warrant to search someone's home. This is where things get tricky. The gun was found in the bum's home, a dumpster.

A man in Turkey went to a hospital with abdominal pains. They discovered a screwdriver, 20 nails, six magnets, and several lengths of wire in his stomach. The patient's father said that his son had recently undergone counseling but it had not been successful. (No kidding!)

And we leave you on this happy note: It takes 3,000 acows to supply the NFL with enough leather for one year's supply of footballs.



Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 315 • SEPTEMBER 1999



FEATURES

Every Biker's Dream 9
Jerry Burrow's basic black Panhead classic chopper.

Crazy Flames 19
Chris Crow proves that loud paint saves lives.

Old School Values 56
Donny Loos' personal chop job tells it like it is.

Blown Away 78
Keith Drum listens to a different beat with this serious Softail.

It'll Getcha In Trouble 99
Check out vivacious Valerie on Julian Seaman's '48 Pan/Shovel.

The Phoenix Has Risen 146
Brilliance on a budget: the new entry-level Titan.

READERS' RIDES

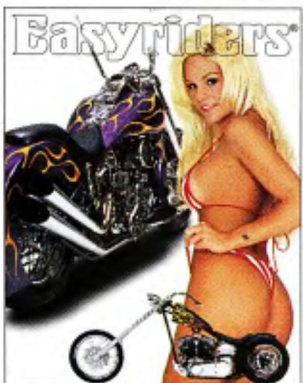
Edward Angell 141
And his 1998 Dresser

Eddie Dyer 142
And his 1998 Special Construction

Brian Elliott 143
And his 1998 Heritage Softail

Thomas Johansson 144
And his 1995 Evo

PLUS: A bonus two-month event calendar suitable for dart throwing.



Cover photos: Kristy and Donny Loos' 1999 Chopper by Mike Lichter; Julian Seaman's 1948 EL/Shovel by Mike Farahaugh. Imaging by Daniel Ferguson.

The next liver-quirvin' issue goes on sale August 31, 1999. Printed in the USA.

Web site: www.easyriders.com

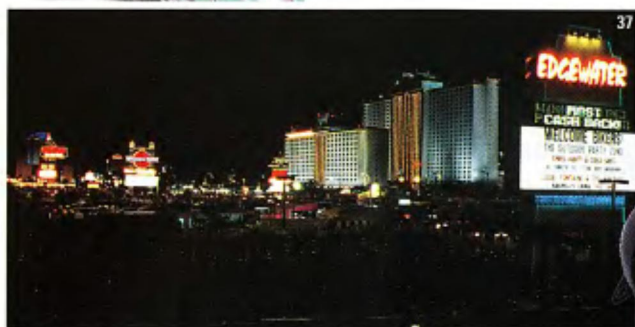


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A hot run, hotter honeys, cold beer, and fear and loathing ...

Fathead Chopper Revealed 67
The world's first Twin Cam chop job hits the streets.

True Road Tales 106-118
Two-wheeled adventures in the words of real scooter people.



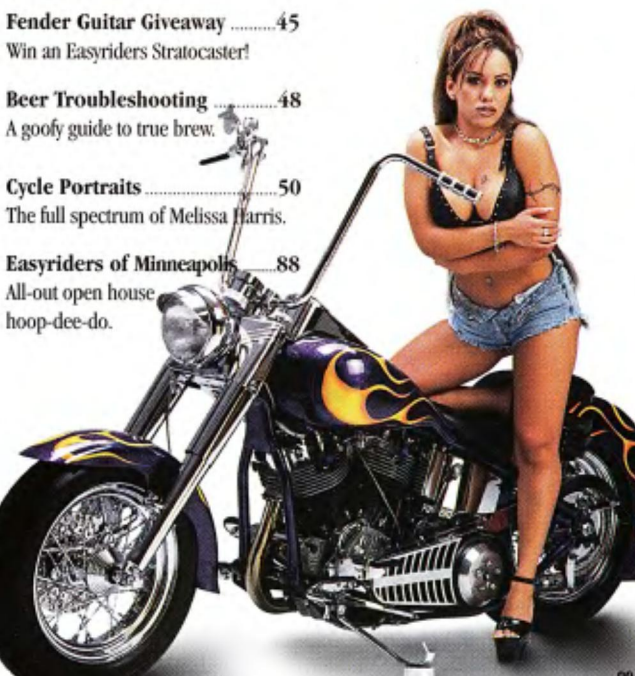
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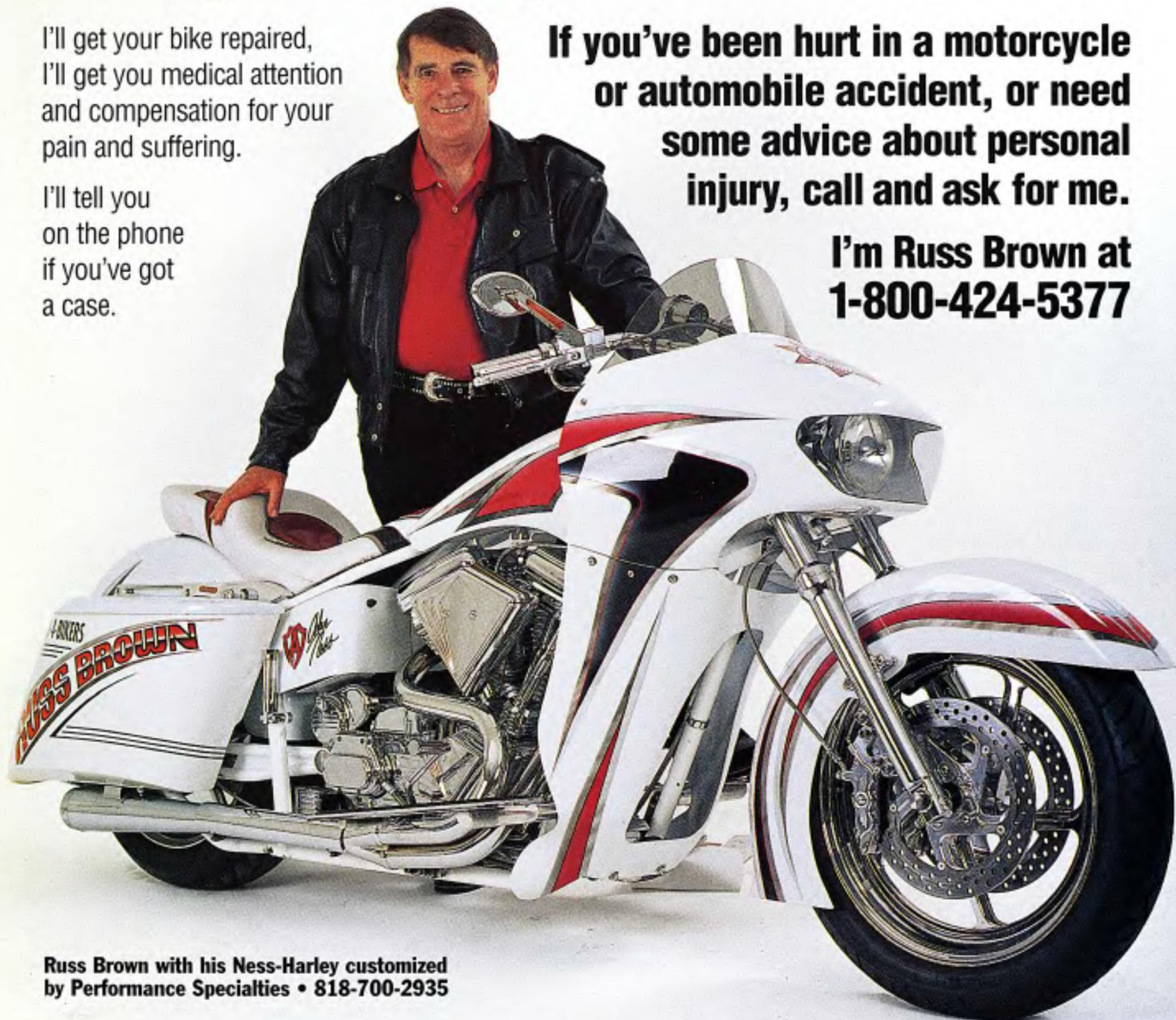
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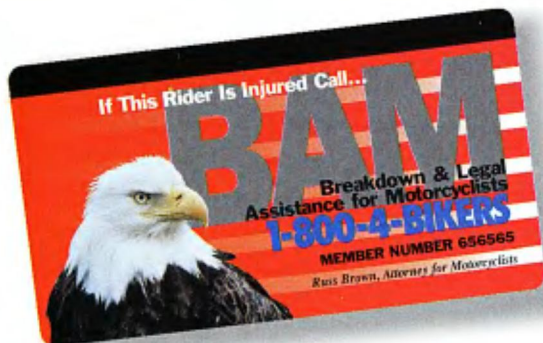
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He's Impressed

Man, Lou Bianculli's Blurple Blaster is one of the best looking scooters I've ever seen (June 1999 issue, #312, page 9). Everything about this scoot is badass.

I'm particularly impressed with the tank and bars from Thunder Cycles. Where is this company? Do you have their address and phone number?

Man, this rag just keeps getting better and better. Renew my subscription for five years.

D.W.I.
 Mineral Wells, Texas

More From Hell

In the May issue, Don Miller (Miller's Bike parts from Hell) wrote to tell you about Hell, Michigan. In his letter he mentioned our band, Benny and the Jets. We've been mentioned in many newspapers and magazines across the country, but none has generated more response than *Easyriders*.

We're the same band that recorded three LPs in the '70s, toured the U.S. and Canada in the '80s, and are still rockin' in the '90s. These days we're promoting our new song, *The Bad Motor Scooter*,



Glad to get a happy reader. As for the wild designs of master bike builder Eddie Trotta, give him a call at Thunder Cycles: (954) 763-2100.

on our Web site (fast.to/bennyjets.com) and enjoying life in Hell, Michigan.

Benny
 Inkster, Michigan

No Need To Miss Sturgis

I'm bummed. While every biker in the known universe is at Sturgis, I'll be stuck at home after back surgery. At least I know *Easyriders* will cover it in righteous style. Hoist a brew for me.

Bummin'
 Everett, Washington

We'll take care of ya, man. The December issue will feature our biggest coverage of Sturgis ever. Plus, you can see Sturgis LIVE from our Easyriders video cameras. That's right, Easyriders is bringing Sturgis to YOU. You'll need to load Windows Media Player for your PC or Mac. Check us out in August at www.easyriders.com for all the farout frothy fun.

Oops

A dog's best friend may be a Harley, but someone oughta tell Fido he's riding a Honda Shadow Ace Tourer (page 76, June '99 issue).

Kevin Smock
 Springfield, Illinois

Dogs are smart. As long as they're in the wind, they're happy.

A Good Guy Story

I attended my first Easyriders Bike Show in Pomona, California. I rode there on my '99 FLHRCL. I got front row parking and left her there looking all fat and shiny. Enjoyed the show a lot.

After the show I went to the parking lot only to find my bike had been hit! Damn!

The fender was crushed against the tire and it had a broken fork leg. I couldn't see straight. My wife spotted a card on the handlebars that read: "Sorry, I hit your bike." It was signed Mike Julius, along with his phone number.

I went to Pomona Valley H-D to get a quote, unsure about how this was going to be handled. I talked to Mike (the phone number was good!) What a relief! He said he would take care of everything.

He told me three guys had stepped off a curb in front of him, and he pitched his bike sideways to avoid hitting them and landed on my bike. Five weeks in the shop waiting for painted parts and \$1,200 later the bike was ready. Without hesitation Mike paid for it.

I think I'm very lucky to be in the H-D family. We take care of our own. Good people like Mike Julius of Crestline, California, make that happen! I've made a new friend thanks to Easyriders/H-D.

Mark Sartain
LaVerne, California

A Proposal

The South Dakota State Fair in Huron has traditionally been the week before (and ending on) Labor Day. In the year 2000 the Fair will be moved to the first week of August, beginning on a Monday and ending on a Sunday.

The Sturgis Rally is the seven days after the first Sunday in August. This will put the State Fair the week before Sturgis. If the change had been made in 1999, the State Fair and the Rally would have been at the exact same time! This will happen again in 2010 with the current scheduling.

The traffic leaving the Fair and the traffic going to the Rally will be on the road at the same time. The new sched-

ule will also be inconvenient for business. Retailers who previously went to both events will now have to choose between the two. (Personally, I can't believe anyone would choose the Fair over the Rally.) I see a nightmare resulting from the schedule change.

I propose moving the Sturgis Rally to the seven days prior to Labor Day. This will leave Labor Day as a travel day and sightseeing day. Labor Day weekend should bring more people to Sturgis and the surrounding area. This would create a climactic end to American summer!

Charles Salisbury
Vermillion, South Dakota

The editor would have replied to this letter but when he realized the spleen-grabbing truth to this potential "event train wreck" he screamed in sheer terror and jumped out a second story window. We haven't seen him since.

—Rufus, the office dog

Where's Nick?

What happened to the "Nick The Dick" 'toons? Would like to see them back.

Apache
Dumas, Texas

Check out Nick the Dick and other great Jon Towle cartoons on Bandit's Bikernet at www.bikernet.com.

Screaming 'Nads

That purple chop with the nasty-legged hardbelly on page 56 of your July issue just got my 'nads to screamin'. My willy shot down my pant leg like a snake down a radiator hose. Thank ya kindly.

Clyde Calhoun
Moab, Utah

Always glad to be of assistance.



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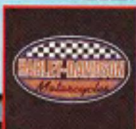
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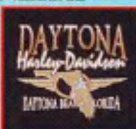
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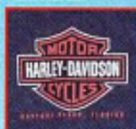
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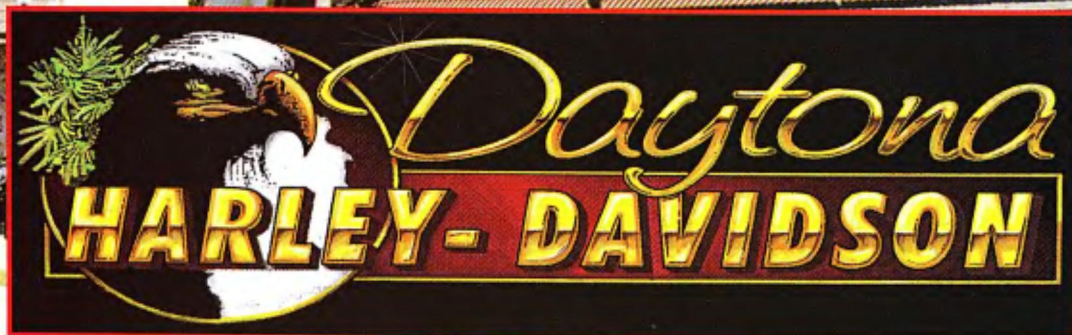
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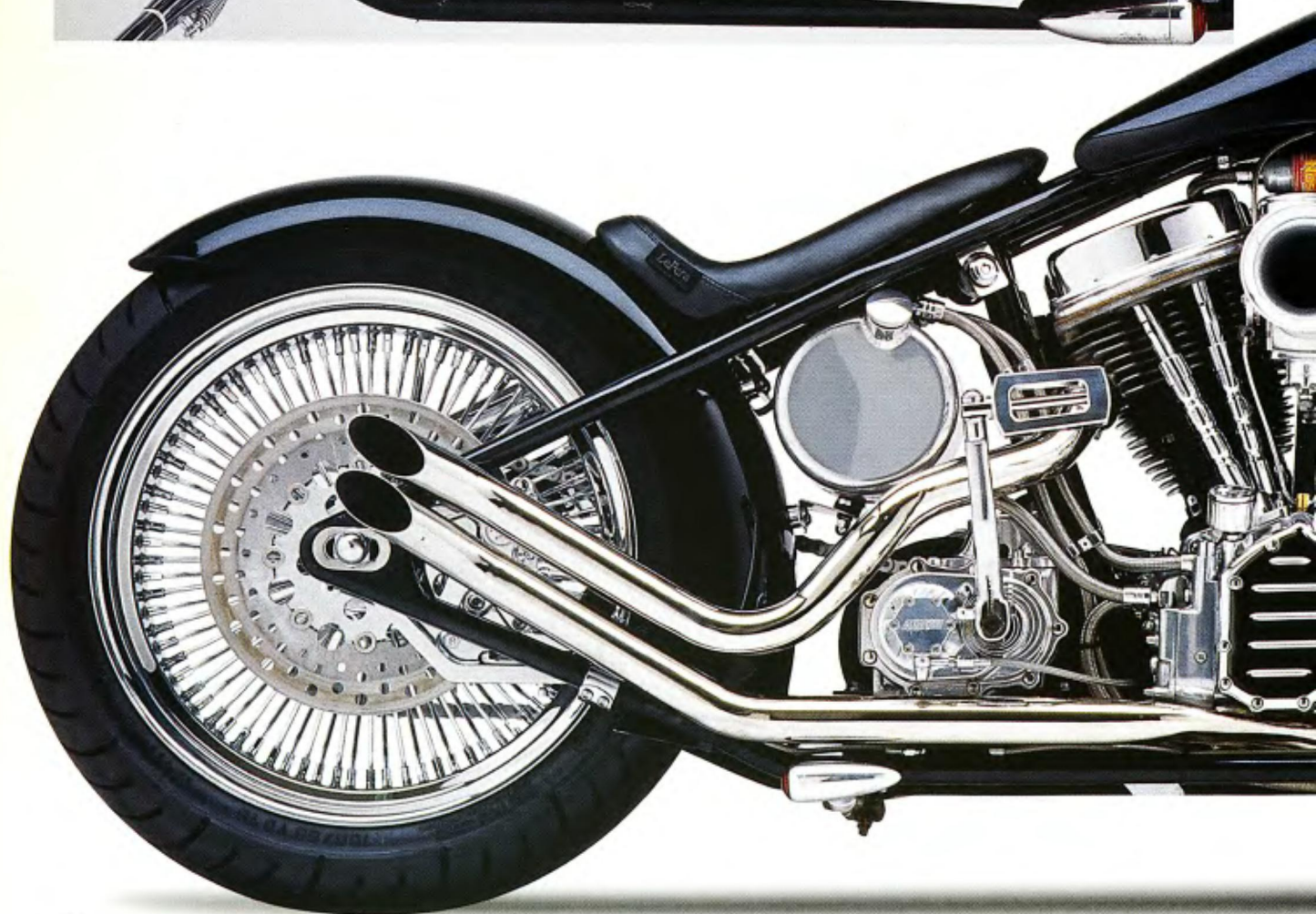
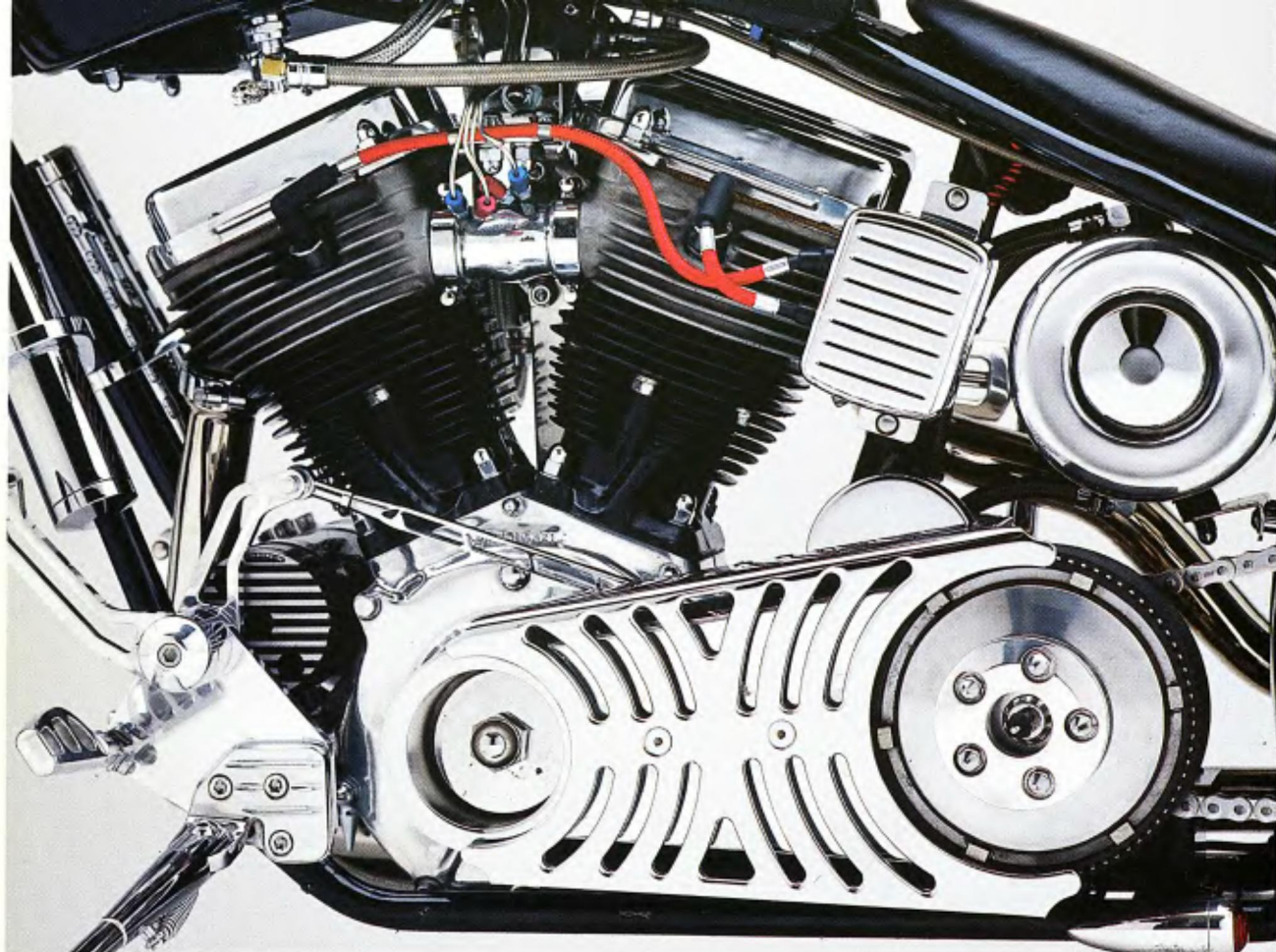
and picture what it would look like. From
the swirling mist of the creative ether a

DREAM

shape takes form. It is long and lean, low
and loud, a chopped and menacing terror.

JERRY BURROW'S
BLACK PAN CHOPPER





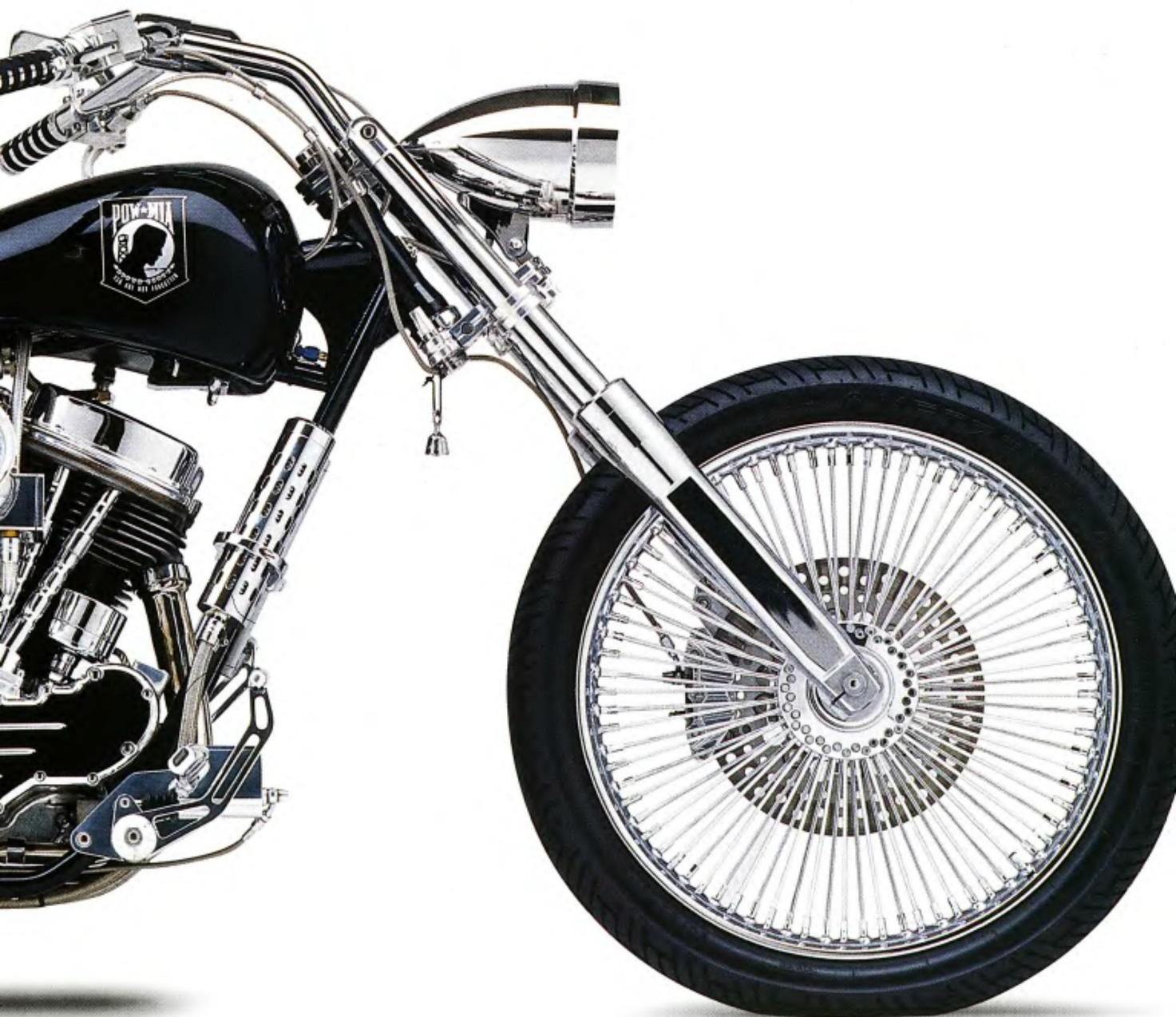
Do you see it in your mind? Yeah, it's a Panhead, and, yeah, it's black as night. Jerry Burrow of Crown Point, Indiana, knows what you want. It's the same thing every biker dreams about but few manage to build. The black Panhead before you is everything a custom motorcycle should be. We aren't alone in thinking that Jerry's scooter is kickass gorgeous, it won 3rd place in the Preview Class at the 1999 Easyriders Invitational Bike Show in Columbus, Ohio.

Jerry has been riding 18 years and has owned a dozen or so bikes, beginning with a 1966 Sporty chopper. Of all the bikes that Burrows has owned or built, this one is very special. It's not just special because it won a major award at the world's crème de la crème bike show on its very first time out. It's not just special because Jerry always wanted a Panhead chopper. No, it's very special because it is a tribute to Jerry's father, who

died in Vietnam back in 1966. The tribute can be seen in the subtle and classy P.O. logo adorning the black Battistinis gas tank. "I figure this is the kind of bike they rode back then, and I wanted to build this one for my dad," Jerry told us.

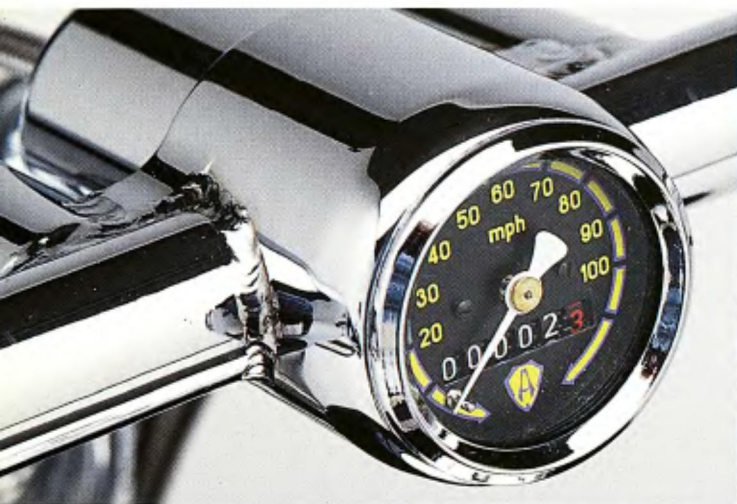
Starting with a honest-to-god 1956 Harley Panhead motor, ported and polished and sporting Wiseco pistons, an Andrews cam, and a Typhoon carb from Carl's Speed Shop, the bike sits in a nasty Santee frame with its 35-degree rake and three inches of stretch. From the Jesse James rear fender to the Pat Kennedy/Pro-One front end, this bike screams, "I am chopper hear me roar!"

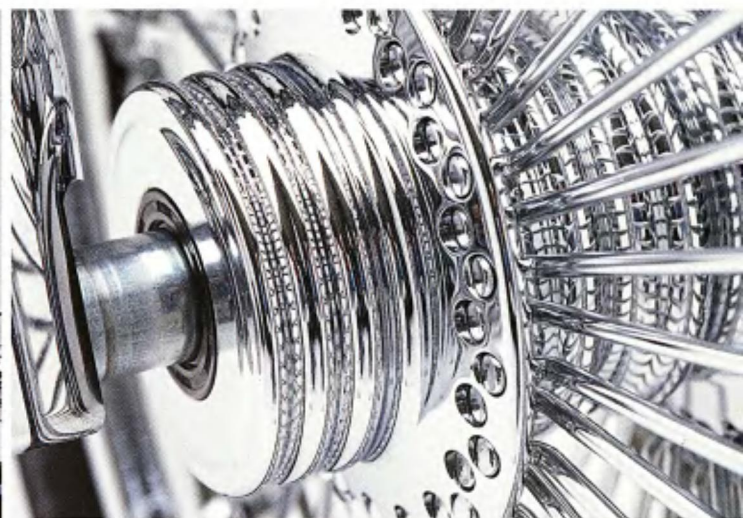
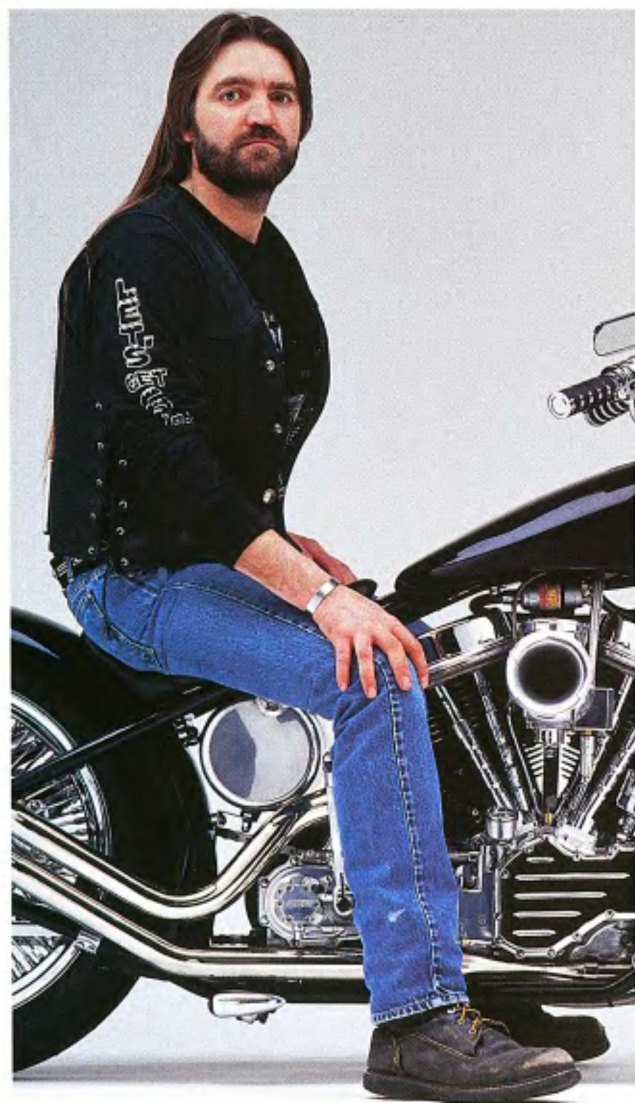
So is this the ultimate bike of Jerry Burrow's dreams? "Nah, I'm building an even better bike right now," Jerry says. The 103-inch Knucklehead chopper that's currently on the drawing board will be ready to awe audiences at this year's Columbus Invitational. If it's anything like this righteous ride we can't wait to see it.



Jerry would like to offer special thanks to the following folks who helped make his dream come true: his wife, for putting up with him; Ralph and Carol at White's and Ray at Broadway, for the parts discounts and help; Bubba, for last-minute paint; Harley Charlie—hang in there and get better; and, most of all, this bike is dedicated to Leonard Burrow (Sept. '66 Vietnam).

—Dave Nichols







Owner: Jerry Burrow
City: Crown Point, Indiana

General
Fabrication: owner
Year/make: 1956 H-D
Model: FL
Assembly: owner
Chroming: White's

Engine
Year/model: 1956 Panhead
Rebuilder: Ray Wetzel
Ignition: points
Displacement: 80 cubic inches
Lower end: H-D
Pistons: Wiseco
Cases: H-D
Heads: H-D, ported and polished
Cam: Andrews
Carb: Carl's Typhoon

Pipes: Paughco
Modifications: JIMS lifters,
 Carl's air cleaner

Transmission
Year: 1964
Shifting: hydraulic

Paint
Molding: Bubba
Painter: Bubba
Color/type: black/House of Kolor
Special paint: POW graphics

Frame
Year/type: 1998 rigid
Builder: Santee
Modifications: 35-degrees rake,
 3-inch stretch, internal wiring

Accessories
Bars: Ness
Handlebar controls: Ness

Fenders: Jesse James, chopped
Headlight: Ness
Taillight: Ness, LED
Speedo: Ness
Pegs: Performance
 Machine
Foot controls: Performance
 Machine
Electrics: hidden
Gas tank: Battistinis
Oil tank: spun aluminum
Seat: Le Pera
Mirrors: Ness
Grips: Ness

Forks
Type: Pro-One
Builder: Pat Kennedy
Modifications: 2 over,
 adjustable rake

Wheels

Front

Type: Hallcraft's
Size: 21-inch
Tire: Metzeler
Brake: Performance Machine

Rear

Type: Hallcraft's
Size: 18-inch
Tire: Metzeler
Brake: Performance Machine

Photos: Michael Lichter



3RD: PREVIEW CLASS
 Easyriders 1999 Invitational
 Bike Show, Columbus,
 Ohio, Feb. 12-14, 1999.
 Owner is eligible to com-
 pete in the \$35,000 Invita-
 tional Show, Columbus,
 Ohio, February 2000.

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New FXRs Need New Seats

To make your new FXR2 and FXR3 as well as all the '82 to '94 FXR bikes look damned cool and sit just right, Mike Corbin has been toiling in his Wizard's Workshop to create this retooled line of saddles for Harley's bad little cruiser. This new "Fast Gunfighter" is engineered for a low profile and clean looks and is made with Corbin's Comfort Cell foam providing comfy cush for your tush. Covered in genuine leather in a choice of styles and even faux-ostrich as seen here. Corbin • (800) 538-7035 (west) • (800) 223-4332 (east) corbin01@corbin.com • www.corbin.com

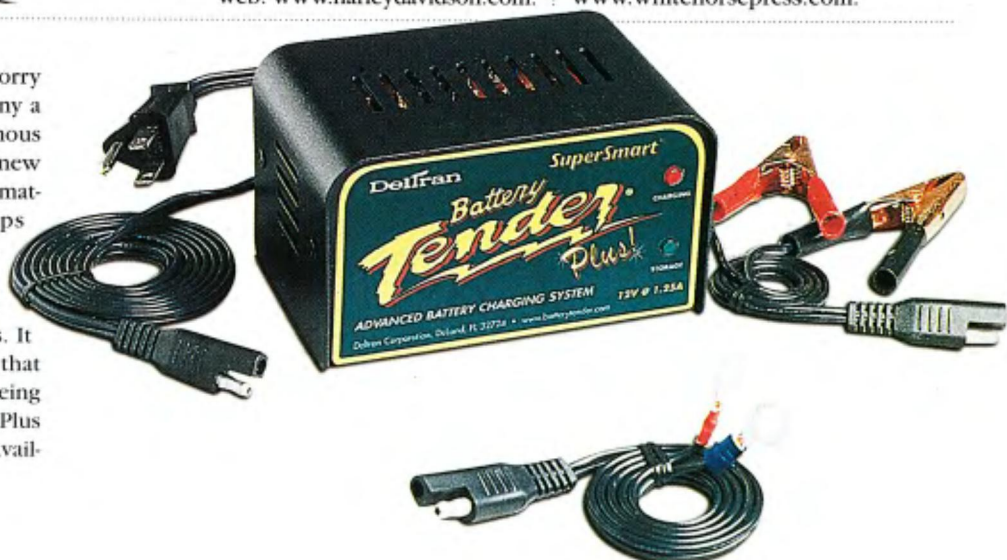


Gimme A Brake

This chrome will get ya stopped! These cool front caliper covers from Harley-Davidson Genuine Motor Accessories come from the workshop of master bike builder Wyatt Fuller. The kit includes all mounting hardware and fits '84 and later Sportster, FXR, Dyna, and Softail models (except Springer models of course). Best of all, this custom touch of chrome's suggested retail is under 50 bucks. Check 'em out at your friendly neighborhood Harley dealer or visit them on the Web: www.harleydavidson.com.

Start, Damn You!

This little goodie has taken the worry out of starting the dresser on many a winter morning and now the famous Battery Tender gets smarter. The new Battery Tender Plus is a fully automatic three-stage charger that keeps your bike battery up to snuff year-round. Improved circuit design provides better absorption for sealed maintenance-free batteries. It also has a built-in 72 hour timer that protects marginal batteries from being overcharged. The Battery Tender Plus carries a five year warranty and is available at bike shops everywhere.



MOTORCYCLE TOURING & TRAVEL

by Bill Stermer • Second Edition



Get Up and Go

Yeah, get out there in the wind with the smell of fresh cowpies and the sting of a wasp in your helmet ... oh, sorry, touring on two wheels doesn't have to be like that. For the most informative read on the subject of touring, try out our own Bill Stermer's excellent book, *Motorcycle Touring & Travel* by Whitehorse Press. This new second edition has something for everyone. Even the long-time touring expert will find secrets to a better ride. The classic "how to" book has been expanded and updated with the latest information about new model bikes, components, gear, and accessories to make traveling by bike a rewarding experience. Available through the fine folks at Whitehorse Press • (800) 531-1133 www.whitehorsepress.com.

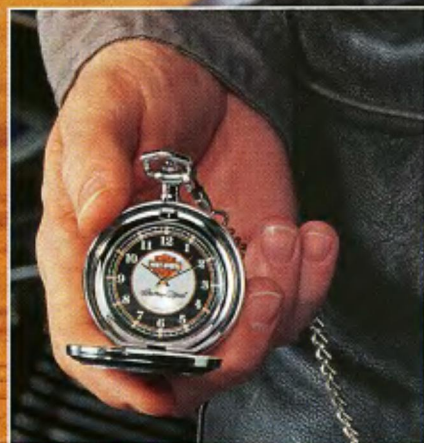
The Franklin Mint in association with
Harley-Davidson® presents

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HARLEY-DAVIDSON

POCKET WATCH

With features of the Great American Freedom Machine
incorporated into the design of a precision timepiece.



**Quartz movement. Spring-action lid.
Black pouch, chain and custom-designed stand.**

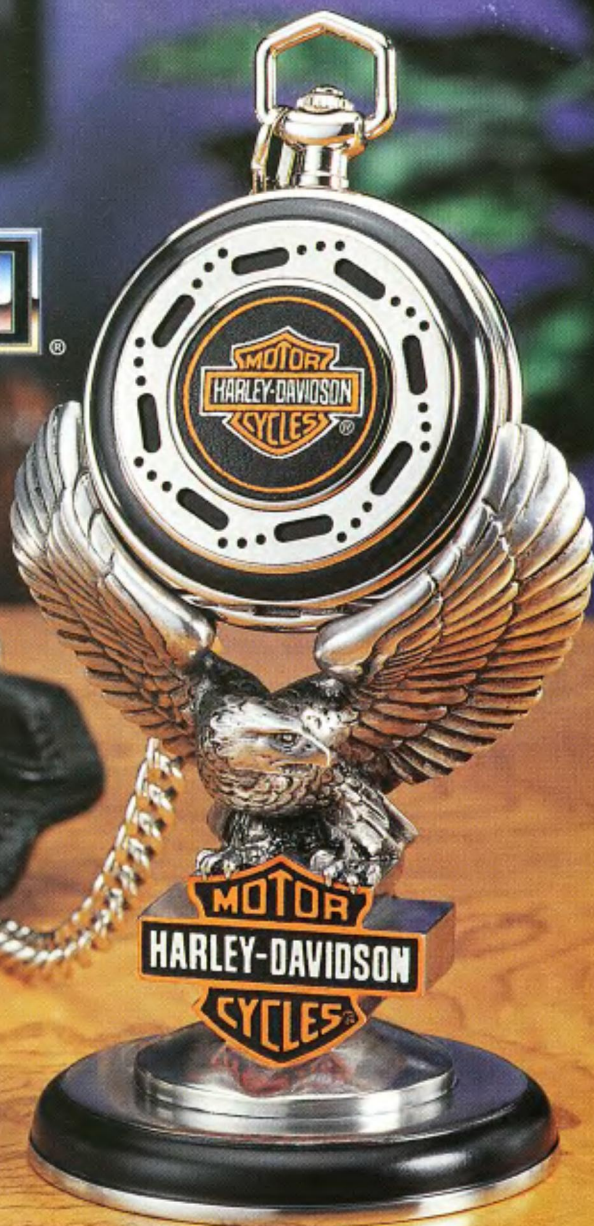


Harley-Davidson® Conqueror of the open road. Now, the world-renowned motorcycle manufacturer conquers time, with a sensational pocket watch inspired by one of the legendary motorcycles—the awesome Heritage Softail® Classic™. The face, rendered in the familiar Harley-Davidson® orange and black, resembles the Softail's speedometer. The winder simulates the gear sprocket, and the stem the exhaust pipe. The spring-activated lid features the H-D logo printed on real leather and surrounded by a re-creation of a brake disc rich with accents of chrome and enhanced by a band of hand-applied black enamel. You'll even find the famous Harley-Davidson® motorcycle on the inside of the lid.

Complete with handsome pouch, watch chain, and display stand, custom-designed in the form of the Harley-Davidson® Eagle. Spend some quality time with Harley-Davidson®.

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Shown actual size of approximately 2 1/4" (5.72 cm) in diameter.
Stand measures approximately 3 1/2" (8.89 cm) in height.

Please mail by September 30, 1999.



The Franklin Mint
Franklin Center, PA 19091-0001

Please enter my order for an official *Harley-Davidson® Heritage Softail® Classic™ Pocket Watch*.

I need **SEND NO MONEY NOW**. I will be billed for my pocket watch in 3 equal monthly installments of \$30* each, with the first payment due when my watch is ready to be sent.

*Plus my state sales tax and a one-time charge of \$4.95 for shipping and handling.

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20618-88-001

THE FRANKLIN MINT

***How Come He's
Out Riding ...***

***... And I'm
Still Here
Cleaning???***

"I just don't get it. There goes my neighbor and he started cleaning his bike after I did. He's got a clean bike and I'm not even half finished. What gives?"

Poor Larry. Trying to clean his bike the clumsy, old fashion way. Too bad he hasn't found out about S100® Total Cycle Cleaner, the product *Rider Magazine* called "*the revolution for the Saturday morning wash*". Spray it on, touch the heavy dirt with a sponge, hose it off and you're done in about 15 minutes. Factory approved and supplied to leading motorcycle manufacturers for over a decade. Ask a friend. He'll tell you that S100 is the secret to getting in more riding time this year! Available from your Harley-Davidson® Dealer.



Crazy Flames

Love is all around, everywhere you go ... especially if the love in question is the unbridled love of a throbbin' V-twin! Chris Crow never imagined that the absolute highlight of his Maui honeymoon would turn out to be when he took his first ride on a rented Harley. Riding only "sport bikes" prior to this, Chris saw the light of the V-twin moon and quickly acquired this '71 FX custom. After a slightly ripped relationship, what followed the heartbreak was pure chrome addiction as he poured his heart and soul into this rolling example of looking for love in all the right places.

Both Chris and his bike have gone through a lot of changes. One sunny day the original bike was groaning around a curve on the way to Calistoga, California, when it started shakin' like a dog shittin' bones. Chris huffed the bike over to the team of Tom McGill and Frosty Weller at "74 and More" in Antioch, California, who found the rattling culprit to be a loose upper motor mount.



Chris gave the thumbs up to Tom and Frosty to slam in some S&S goodies, punching out the stock cases and heads to 96 cubic inches. Now that the bike had "beat me" written all over it, the first wheel-standin' ride with the new big block severely tweaked the stock FX frame.

Because Chris has a taste for flame-broiled, rubber-encrusted merriment, and a habit of second-gear sideways thrashing, the upper motor mount didn't last long. However, Chris didn't know exactly when that began because the new motor was so expertly balanced by the "74 and More" team that ol' Shaky the dog never came back home. A Paughco frame was ordered and a complete rebuild of the scooter ensued.

Once the bike was reassembled for a perfect fit of components, it was time to tear it apart again for the dazzling flamed paint scheme. Originally this started out as a white base with flames

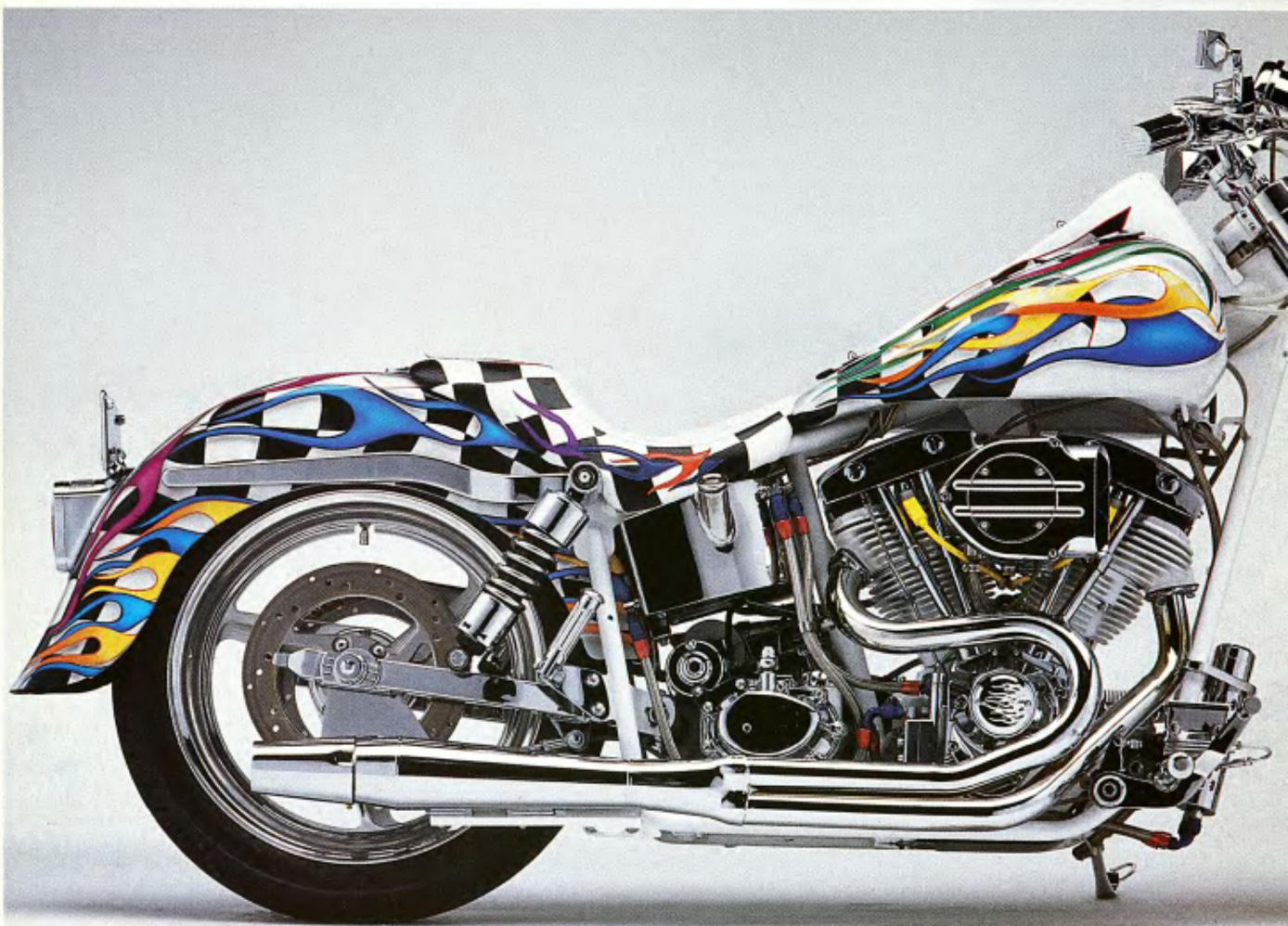


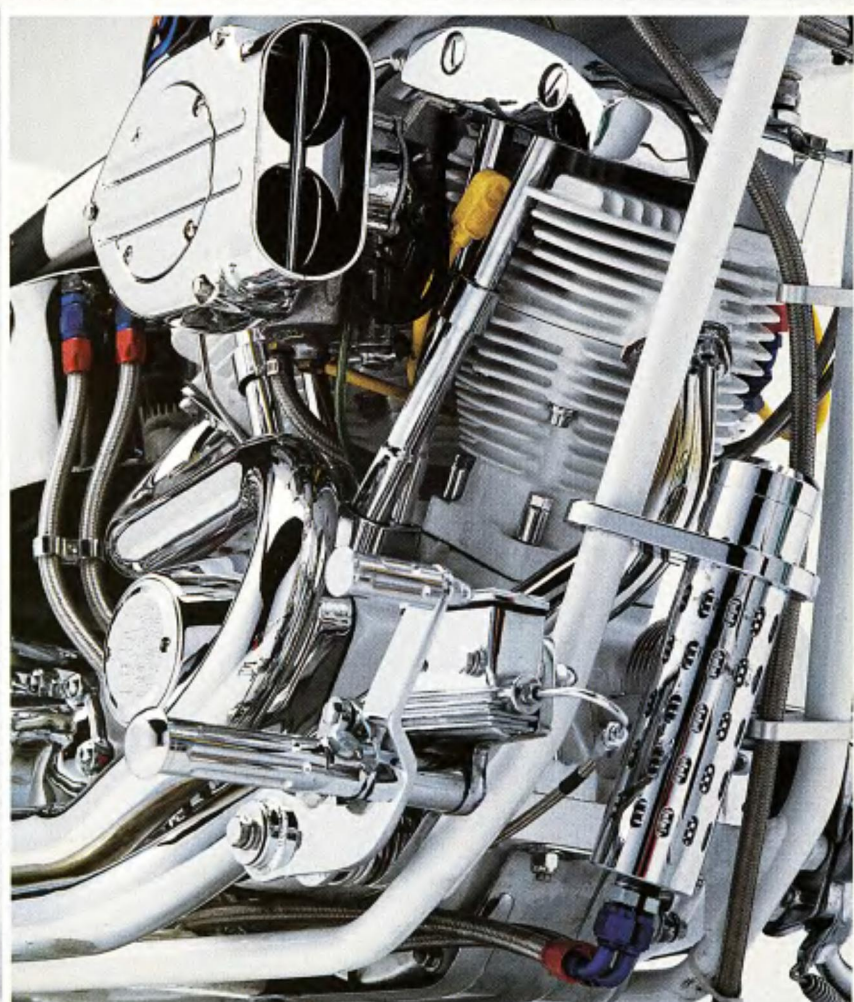
revealing checkers beneath. But Chris believes that loud paint saves lives, so he added a splash of colored flames for sheer "get outta my way" presence.

For the crowning touch, a set of chromed-out inverted forks were slapped on the front with a little help from White Bros. They hooked Chris up with just the right custom mounting brackets since this was the first time that inverted forks were used on this type of frame.

Chris Crow built this fine one-off custom Shovel with riding in mind, and ride her he does. Every Sunday, Chris and his ridin' pards are off on their "sun run," which involves heading out before noon and riding toward the sun for at least a hundred miles before turning back. This story started out talkin' about love, and it should end that way too ... 'cause riding is a love that will never let ya down.

—Jeff Moore







Owner: Chris Crow
 City: Antioch, California
General
 Fabrication: owner
 Year/make: 1971 H-D
 Model: FX
 Assembly: owner
 Chroming: Walker Custom Plating
Engine
 Year/model: 1971 Shovelhead
 Rebuilder:“74 and More”
 Ignition: Compu-fire
 Displacement: 96 cubic inches
 Lower end: S&S
 Pistons: S&S
 Cases: H-D
 Heads: H-D
 Cam: Sifton
 Carb: S&S
 Pipes: ThunderHeader
 Modifications: balancing by 74
 and More, Sifton lifters, KuryAkyn
 Hyper-Charger air cleaner
Transmission
 Year: 1971
 Modifications: Andrews gears
Paint
 Painter: Lucky Seven
 Color/type: white base/House of Kolor
 Special paint: crazy flames
Frame
 Year/type: 1997 FX
 Builder: Paughco
 Shocks: Progressive Suspension
 Modifications: 3-degree rake,
 2 1/2-inch stretch
Accessories
 Bars: K&N drag bars

Handlebar controls: H-D
 Fenders: H-D FLH
 Headlight: Ness
 Taillight: tombstone
 Dash: ness
 Pegs: Bay Area Custom Cycles
 Foot controls: Custom Chrome, Inc.
 Gas tank: Custom Chrome, Inc.
 Oil tank: Custom Chrome, Inc.
 Seat: Corbin
 Mirrors: Pro-One
 Grips: Custom Chrome, Inc.
Forks
 Type: wide glide
 Builder: White Bros.
 Modifications: inverted, polished,
 custom brackets

Wheels

Front

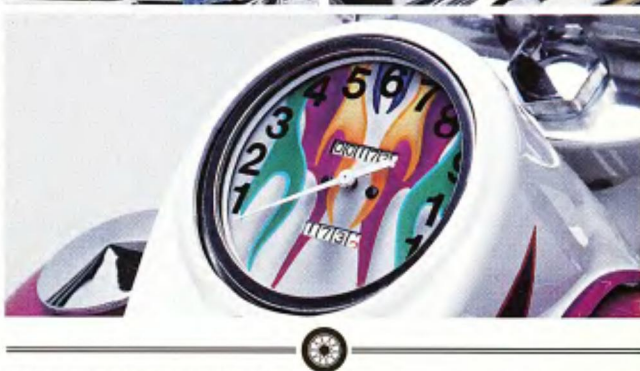
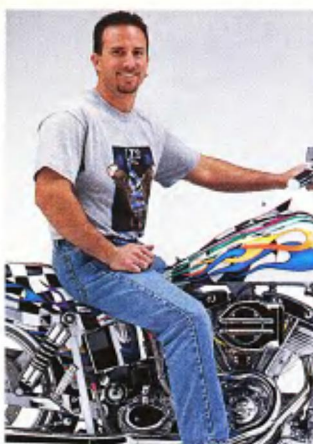
Type: Boyd's
 Size: 18-inch
 Tire: Metzeler 110
 Brake: Performance Machine

Rear

Type: Boyd's
 Size: 18-inch
 Tire: Metzeler 140
 Brake: Performance Machine
Photos: Michael Lichter



3RD: SPECTATOR CLASS
 Easyriders '98-'99 Bike
 Show Tour, Sacramento,
 Calif., Jan 23, 1999. Owner
 is eligible to compete in
 the \$35,000 Invitational
 Show, Columbus, Ohio,
 February 2000.



*What has eight legs and a cherry?
 Four barmaids and a Manhattan.*

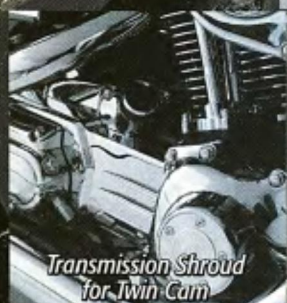
Tangerine Maclene
 Lafayette, Ind



Show Chrome
 Die Cast Inner Primary Cover



L.E.D. Turn Signal Mirrors



Transmission Shroud
 for Twin Cam

Tappet Block Covers
 for Twin Cam



Headbolt
 Sparkplug Covers for Twin Cam 88



Cylinder Base
 Cover for Twin Cam

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Happenings

ALABAMA

ABATE of Alabama
Info: (205) 820-9265

ALASKA

ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA

ABATE of Arizona
Info: (602) 678-4012
MMA of Arizona
Info: (602) 788-8873

ARKANSAS

ABATE of Arkansas
Info: (501) 888-5893
Four States Rally
Date: Aug. 20-22
Place: Hope
Info: (870) 777-5870

CALIFORNIA

ABATE of California
Info: (805) 641-2334
MMA of California
Info: (916) 442-4387

Bros. of the Third Wheel
Lose Your Butt Campout
Date: Aug. 21-22
Place: S. Lake Tahoe
Info: (530) 743-2217

Bros. of the Third Wheel
Fry Your Butt Poker Run
Date: Sept. 12
Place: Napa/Sonoma Co.
Info: (707) 965-3209
Ride for Kids
Date: Sept. 26
Place: Sacramento
Info: (800) 253-6530

COLORADO

ABATE of Colorado
Info: (303) 659-6374
Cripple Creek Rally
Date: Aug. 19-22
Info: (719) 636-3682

Four Corners
Iron Horse Rally
Date: Sept. 3-6
Place: Durango
Info: (970) 563-4171

CONNECTICUT

Connecticut Motorcycle
Riders Association
Info: (860) 588-6666
Stafford Springs Run
Date: Aug. 21-22
Info: (860) 445-9745

DELAWARE

ABATE of Delaware
Info: (302) 834-5793
ABATE Run For Kids
Date: Aug. 29
Info: (302) 731-0455

FLORIDA

ABATE of Florida
Info: (407) 668-5006
Swap Meet
Date: Sept. 26
Info: (302) 875-7787

Cocoa Beach Biker Bash
Date: Aug. 28
Place: Lloyd's,
Port Canaveral
Info: Ed (407) 254-8792

GEORGIA

ABATE of Georgia
Info: (404) 294-8900
Freedom of Choice Ride
Date: Aug. 14-15
Place: Palmetto
Info: (404) 294-8900

Dist. 1 All-County Ride
Date: Aug. 21
Info: (706) 226-7648
Alf Memorial Swim Party
Date: Aug. 21-22
Info: (912) 374-6256

Dist. 3 Wet & Wild River
Rafting Adventure
Date: Aug. 21-22
Info: (770) 442-1780

Bainbridge BikeFest
Date: Sept. 17-19
Info: (912) 248-0505
www.bainbridge-bike-
fest.com

HAWAII

Street Bikers United
Info: (808) 842-5530

IDAHO

ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for
Motorcycle Safety (ICMS)
Info: (208) 345-6231

ICMS Bikini Bike Wash
Date: Aug. 22
Place: Boise
Info: (208) 345-6231
ironhors@primenet.com

Statewide Friendship Run
Date: Sept. 4-6
Info: (208) 345-6231
ironhors@primenet.com

ILLINOIS

ABATE of Illinois
Info: (309) 343-6588

Grand National Weekend
Date: Aug. 14-15
Info: (309) 343-6588

Piasa-Gateway Poker Run
Date: Aug. 15
Info: (309) 343-6588

Rodeo/Bike Show
Date: Aug. 20-22
Place: Fulton County
Info: (309) 343-6588

Crossroads Boogie
Date: Aug. 21
Info: (309) 343-6588

Central Ill. Charity Bash
Date: Aug. 27
Info: (309) 343-6588

ABATE Bike Raffle
Date: Sept. 5
Info: (309) 343-6588

SE Reg. Bean Farm
Date: Sept. 10-11
Info: (309) 343-6588

Piasa-Gateway Toy Run
Date: Sept. 12
Info: (309) 343-6588

Vietnam Art Museum Run
Date: Sept. 26
Place: Chicago
Info: JT (312) 337-5566

INDIANA

ABATE of Indiana
Info: (317) 422-8040

Reg. 13 Wabash Day
Date: Aug. 14
Info: (812) 886-6943

Reg. 5 MDA Weekend
Date: Aug. 19
Info: (765) 489-4109

MRF Fest
Date: Aug. 20
Info: (317) 456-7218

Reg. 2 Mystery Event
Date: Aug. 21
Info: (219) 759-5193

Reg. 4 MDA Run
Date: Aug. 21
Info: (765) 448-2765

Reg. 7 Battle of the Bands
Date: Aug. 21
Info: (812) 522-5988

Reg. 10 Poker Run
Date: Aug. 21
Info: (812) 295-3849

Reg. 5 MDA Rodeo
Date: Aug. 21
Info: (317) 422-8040

Reg. 6 MDA Poker Run
Date: Aug. 22
Info: (812) 336-6840

Reg. 2 MDA Poker Run
Date: Aug. 28
Info: (219) 759-5193

Reg. 3 MDA Run
Date: Aug. 28
Info: (765) 628-7446

Reg. 9 MDA Run
Date: Aug. 28
Info: (812) 752-7292

Reg. 10 Poker Run
Date: Aug. 28
Info: (812) 295-3849

Reg. 8 MDA Run
Date: Aug. 29
Info: (812) 424-7014

Reg. 11 MDA Ride
Date: Aug. 29
Info: (317) 784-2469

Reg. 10 Poker Run
Date: Sept. 4
Place: Martin Co.
Info: (812) 295-3849

Reg. 1 MDA Ride
Date: Sept. 5
Info: (219) 223-8883

Reg. 1 MDA Run
Date: Sept. 6
Info: (317) 422-8040

Reg. 9 Rebel Yell
Date: Sept. 10-12
Info: (317) 422-8040

Summer's End Party
Date: Sept. 17-19
Info: (317) 422-8040

Southern Hill Bash
Date: Sept. 17-19
Info: (317) 422-8040

Reg. 8 Hog Roast
Date: Sept. 18
Info: (317) 422-8040

IOWA

ABATE of Iowa
Info: (515) 858-5001

Marney Days
Date: Aug. 20-22
Info: (515) 742-3355

Brooklyn Fire Dept. Run
Date: Aug. 22
Info: Wolfe or Butch
(515) 522-7770

Thunder in the Sand
Date: Sept. 3-5
Info: (319) 726-5322

Antique 1/2-Mile Flattrack
Date: Sept. 3
Place: Mississippi Valley
Fairgrounds, Davenport
Info: (319) 462-6011

Dist. 6 Toy Run
Date: Sept. 12
Info: (515) 858-5001

Hillclimb/Swap Meet/
Ride-In Bike Show
Date: Sept. 12
Place: Anamosa
Info: (319) 462-6011

KANSAS

ABATE of Kansas
Info: (913) 597-5140

Labor Day Weekend Rally
Date: Sept. 3-6
Place: Lake Perry
Info: (800) 657-7673

KENTUCKY

Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

KMA/KBA Bluegrass Bash
Date: Aug. 27-29
Place: Bullitt Co.
Fairgrounds
Info: (800) 68-CYCLE

LOUISIANA

ABATE of Louisiana
Info: (800) 393-5966

Capital Area Fun Run
Date: Aug. 15
Info: (800) 969-3541

Scavenger Hunt
Date: Aug. 28
Info: (800) 393-5966

River Parishes Benefit
for the Farhad Grotto
Date: Sept. 12
Info: (888) 892-2669

Vernon Spillway
Campout/Poker Run
Date: Sept. 24-26
Info: (318) 537-7553

Capitol Area Poker Run
Date: Sept. 26
Info: (800) 969-3541

United Bikers of Maine
Info: (207) 884-6284

UBM Bike Show
Date: Aug. 7
Place: Newcastle
Info: (207) 882-6291

UBM Run For Life
Date: Aug. 7
Place: Lewiston
Info: (207) 777-7449

UBM Poker Run
Date: Aug. 7
Place: Canaan Cycle
Info: (207) 474-8540

UBM Statewide Party
Date: Aug. 13-15
Place: New Portland
Info: Pete (207) 884-6284

Flattrack Racing
Date: Aug. 28-29
Place: Bangor
Info: Pete (207) 884-6284

UBM Toy Run
Date: Sept. 12
Place: Augusta
Info: Pete (207) 884-6284

UBM Foliage Run
Date: Sept. 18
Place: Bangor
Info: Russ (207) 876-2285

UBM Pig Roast/Foliage Run
Date: Sept. 25
Place: Dover
Info: Joe (207) 564-7967

UBM Foliage Run
Date: Sept. 26
Place: Solon
Info: (207) 474-8540

UBM Foliage/Toy Run
Date: Sept. 26
Place: Farmington
Info: (207) 779-0979

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Ride for Kids
Date: Sept. 19
Place: Columbia
Info: (800) 253-6530

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 452-1662

Ride For Kids
Date: Aug. 22
Place: N. Oxford
Info: (800) 253-6530

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Easyriders Detroit
Hosts Cruise Night
Date: Aug. 14
Info: (810) 783-7300

End of Summer Party
Date: Aug. 20-21
Info: Bob (517) 773-4509

All Harley Drags
Date: Aug. 20-21
Info: Butch (517) 673-4743

Easyriders Rock-N-Blues
Festival
Date: Aug. 20-22
Place: Fowlerville
Info: (810) 783-7300

Ride for Kids
Date: Aug. 29
Place: Ann Arbor
Info: (800) 253-6530

Reg. 1 Toys for Tots Run
Date: Sept. 11
Info: (906) 884-2347

Bigfoot's Poker Run
Date: Sept. 25
Place: Walled Lake
Info: (248) 685-7682

Easyriders Detroit
Toy Run to Hell (Mich.)
Date: Sept. 26
Place: Mt. Clemens to Hell
Info: (810) 783-7300

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minn. Motorcycle Riders
Association
Info: (612) 541-1704

North Pines Rally
Date: Aug. 20-22
Info: (218) 894-3678

Lower Corner Toy Run
Date: Aug. 21
Place: Rochester H-D
Info: (507) 285-5443

Ride-In Bike Show
Date: Aug. 21
Place: Grumpy's Bar,
Breckenridge
Info: (218) 643-1933

ABATE State Rally
Date: Sept. 3-6
Place: Regal
Info: (800) 224-6570
www.abatemn.org

Max's Bash/Dale Veo
Memorial Run
Date: Sept. 3-5
Info: (218) 435-1056

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

ABATE State Field Meet
Date: Sept. 24-26
Info: (601) 587-0695

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Local 13 WonderRun
Date: Aug. 21
Info: Rose (573) 474-0983; PkMc@aol.com

FORR Homecoming
Date: Sept. 3-6
Place: Lake Ozark
Info: Rose (573) 474-0983; PkMc@aol.com

Local 8 State Line Rally
Date: Sept. 16
Info: Rose (573) 474-0983; PkMc@aol.com

Local 15 Show/Swap
Date: Sept. 26
Place: Branson
Info: Rose (573) 474-0983; PkMc@aol.com

MONTANA
ABATE of Montana
Info: (406) 434-2473

Brother Run to Butte
Date: Aug. 6-8
Info: Norma Jean
(818) 892-2029; www.
iswface.org/brotherrun

NEBRASKA

ABATE of Nebraska
Info: (402) 489-0651

Dist. 4 Poker Run
Date: Aug. 29
Info: Terry (402) 454-2913

NEVADA

ABATE of Nevada
Info: (702) 753-8825
Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

Angel Lake Run
Date: Aug. 21-22
Info: (775) 753-8825
Easyriders Reno/
Stokers Bike Rodeo
Date: Aug. 22
Info: (775) 322-2250

Reno Street Vibrations
Date: Sept. 23-26
Info: (800) 200-4557

Easyriders Reno/Stokers
Human Society Run
Date: Sept. 25
Info: (775) 322-2250

NEW HAMPSHIRE
N.H. Motorcyclists
Rights Org.
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

AHRA Races
Date: Aug. 22
Place: Englishtown
Info: (336) 924-2095;
www.ahra.com

NEW MEXICO

ABATE of New Mexico
Info: (505) 585-9789

Head for the Hills Run
Date: Aug. 8
Info: (505) 832-9450
Tres Rios Chapter
Annual Colors Run
Date: Sept. 25-26
Info: (505) 585-9789

NEW YORK

ABATE of New York
Info: (607) 387-3433
E. District Campout
Date: Aug. 13
Place: Hudson
Info: (516) 369-5554

Wayne-Seneca Toy Run
Date: Aug. 14
Info: Mike (315) 597-8937

ABATE Run
Date: Aug. 15
Place: Rookies, Niagara
Info: Ken (716) 735-7734

E. District Campout
Date: Aug. 27
Place: Frank's Farm,
Columbia
Info: (518) 851-7635

Genesee-Wyoming End
of Summer Bike Bash
Date: Aug. 28
Info: (716) 316-6654

Oneida Run & Rodeo
Date: Aug. 28
Info: Jim (315) 831-5726

E. Suffolk Swap Meet
Date: Aug. 29
Place: Riverhead
Info: (516) 369-5554

For No Reason Run
Date: Sept. 11
Info: Jim (315) 831-5726

Owego Toy Run,
Date: Sept. 11
Info: Don (315) 342-9671
Ride-In Bike Show
Date: Sept. 12
Info: (716) 234-0895

Motorcycle World's Fair
Date: Sept. 18-19
Place: Monticello Raceway
Info: (800) 355-9771; www.
supersundayonline.com

Hog Roast/Family Picnic
Date: Sept. 19
Place: Webster Park
Info: (716) 234-0895

Toys for Tots Ride
Date: Sept. 25
Place: West Seneca
Info: (716) 655-6473

Eastern Suffolk Poker Run
Date: Sept. 26
Place: Riverhead
Info: (516) 369-5554

Orleans Toy Run
Date: Sept. 26
Place: Medina
Info: Fran (716) 798-1302

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

CBA/ABATE Trophy Run
Date: Aug. 14
Info: Iris (919) 528-9164

CBA/ABATE Campout
Date: Aug. 21
Place: High Rock Lake
Info: (336) 498-2912

Run for the Wild
Date: Sept. 18
Info: (919) 528-9164

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

CMA Angel Tree Rally
Date: Aug. 21-22
Place: Fargo to
Belmont Park
Info: (701) 293-7632

Motor Mania
Date: Sept. 4-6
Place: Minot
Info: (800) 238-8988

Dist. 5 Ride-In Bike Show
Date: Sept. 11
Place: Fargo
Info: (701) 235-5357

Chilly Chili Ride
Date: Sept. 18
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Reg 1 Liberty Weekend
Date: Aug. 13-15
Info: (800) 252-4537

Reg. 10 Milkshake Run
Date: Aug. 15
Info: (800) 252-4537

Bear Creek Biker Bash
Date: Aug. 20-22
Info: http://members.aol.
com/abatezero;

Run Between the Lakes
Date: Aug. 21
Place: Anchor Inn,
Lake Mogadore
Info: Bill (330) 425-7830;
billbobbs@aol.com

ABATE/CMRO Reg. 13
Summer Blowout
Date: Aug. 21
Info: (440) 298-3352

Easyriders Rock-N-Blues
Festival/Grand National
Rodeo Championships
Date: Sept. 2-6
Place: Ross County
Fairgrounds, Chillicothe
Info: (800) 962-9857
www.easyriders.com

ABATE Reg. 7 Bro Bash
Date: Sept. 12
Info: (800) 252-4537

ABATE/CMRO Poker Run
Date: Sept. 18
Info: (440) 298-3352

ABATE/CMRO Toy Run
Date: Sept. 18
Info: (440) 298-3352

OKLAHOMA

ABATE of Oklahoma
Info: (918) 836-9559

OREGON
ABATE of Oregon
Info: (503) 285-4329
Beaver Creek Run
Date: Aug. 13-15
Info: (541) 563-6526

Teddy Bear Poker Run
Date: Aug. 28
Info: (541) 389-6773

Cranberry Festival
Date: Sept. 11
Info: (541) 267-2523

AHRA Races
Date: Sept. 11-12
Place: Woodburn
Info: (363) 924-2095
www.ahra.com

S. Coast Chapter
Show-N-Shine
Date: Sept. 12
Info: (541) 267-2523

End of the Summer Run
Date: Sept. 17-19
Info: (503) 640-5756

PENNSYLVANIA

ABATE of Pennsylvania
Info: (717) 234-3777

Poker Run/Toys for Tots
Date: Aug. 15
Place: Scranton
Info: (717) 342-7499

VNVMC Campout/Party
Date: Aug. 20-22
Place: Reed's Gap
Info: (610) 461-4513

RHODE ISLAND

R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA

ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

Sturgis Rally & Races
Date: Aug. 8-15
Info: (605) 347-4595;
http://rally.sturgis.sd.us

TENNESSEE

CMT/ABATE of Tenn.
Info: (615) 883-5024
County Fair
Date: Sept. 11
Place: Maryville
Info: (423) 983-1550



See this month's coverage of Laughlin, page 37

Old Timers Day
Date: Sept. 25
Place: Cades Cove,
Great Smoky Nat'l Park
Info: (423) 448-2472

TEXAS

ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

Scavenger Hunt
Date: Sept. 17-19
Place: Jim's Cycle
Shop, Axtell
Info: (800) 373-8930

UTAH

ABATE of Utah
Info: (801) 627-1117

Lagoon Day
Date: Aug. 14
Info: (801) 627-1117
www.inqvo.net/nslink/

Hart Memorial
Date: Aug. 28-29
Info: (801) 627-1117;
www.inqvo.net/nslink/

Moonlight Madness
Date: Sept. 7
Place: Barbary Coast,
Salt Lake City
Info: (801) 265-9889

Peach Days
Date: Sept. 11-12
Info: (801) 627-1117;
www.inqvo.net/nslink/

MS Run
Date: Sept. 19
Info: (801) 627-1117;
www.inqvo.net/nslink/

VERMONT

Freedom of the
Road Riders
Info: (802) 325-3507

Toy Run
Date: Aug. 21
Place: Knapp State
Airport, Berlin
Info: (802) 754-8779

VIRGINIA

ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Poker Run
Date: Sept. 11
Info: (765) 628-7446

Jam '99
Date: Sept. 11
Info: (765) 448-2765

Ride for Kids
Date: Sept. 12
Place: Enumclaw
Info: (800) 253-6530

Summer's End Party
Date: Sept. 17
Info: (219) 223-8883

Southern Hills Bash
Date: Sept. 17
Info: (812) 295-3849

Iron Butt Poker Run
Date: Sept. 18
Info: (219) 759-5193

WASHINGTON, D.C.

ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN

ABATE of Wisconsin
Info: (715) 284-7415

Labor Day Party
Date: Sept. 5
Info: (920) 826-2453

WYOMING

Wyoming Assn. of
Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyo. Coalition of Bikers
Info: (307) 687-0459

Burned Out Run
Date: Aug. 21
Info: (307) 532-8352

End of Summer Run
Date: Sept. 2
Info: (307) 532-8352

State Bike Rally
Date: Sept. 10-12
Place: Worland
Info: (307) 532-8352

Severance Nut Run
Date: Sept. 19
Place: Cheyenne
Info: (307) 532-8352

NATIONAL

American Motorcyclists
Association (AMA)
Info: (614) 891-2425;
www.ama-cycle.org

Motorcycle Riders
Foundation (MRF)
Info: (202) 456-0983;
www.mrf.com

National Coalition of
Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA

B.C. Coalition of
Motorcyclists
Info: (604) 580-0111

EUROPE

Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047

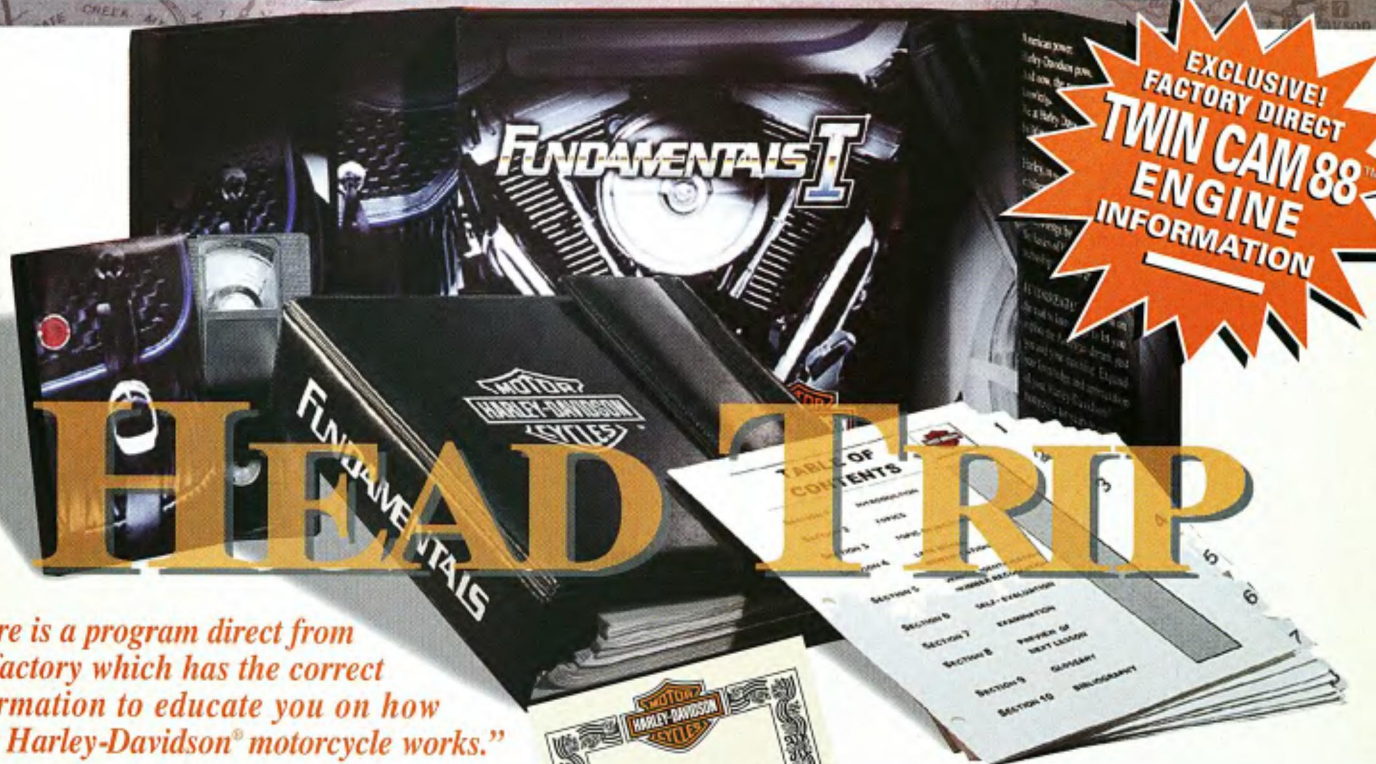
FEM Euro Demo Bonn
Date: Aug. 29
Place: Brussels, Belgium
Info: 011 32 2 736 9047

The Milan Show
Date: Sept. 15-19
Place: Milan, Italy
Info: 011 39 2 6698 1818

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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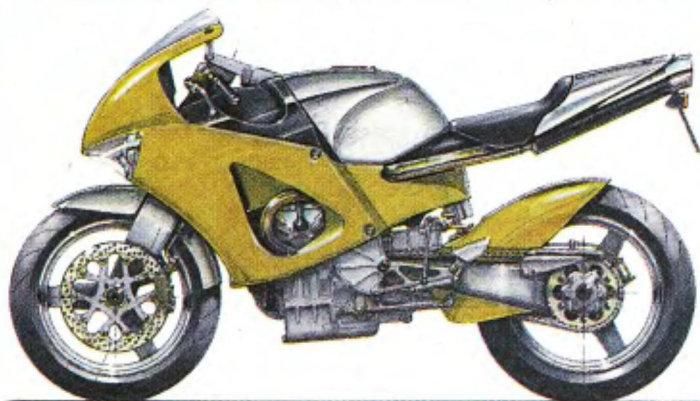
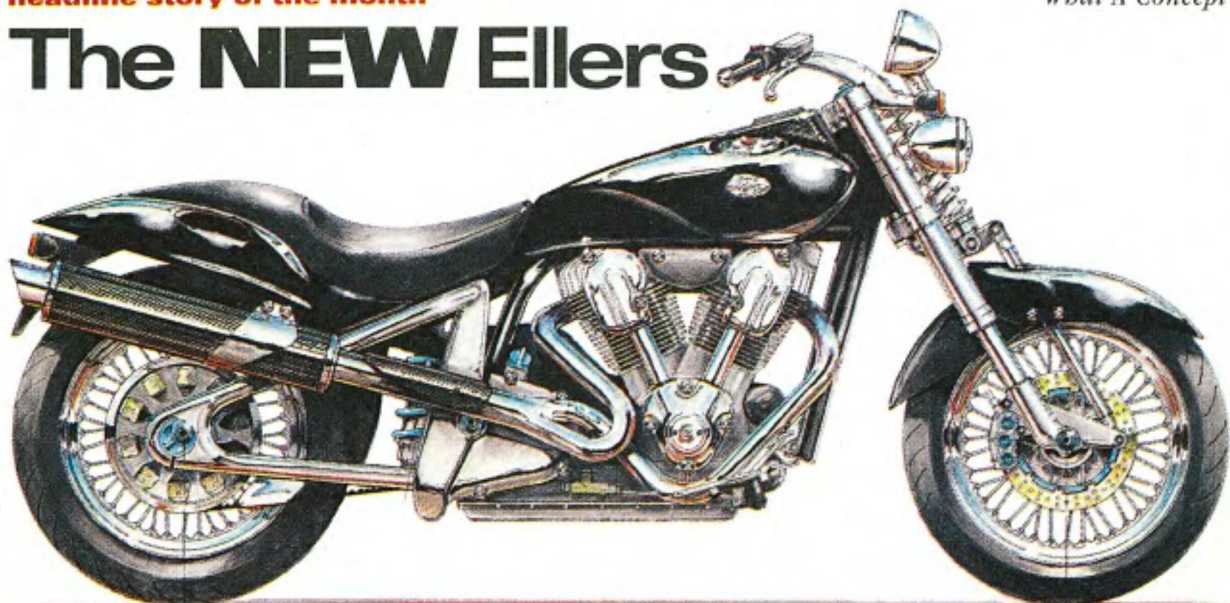
EASYnews

If it's of interest to bikers, we'll print it.

headline story of the month

What A Concept

The NEW Ellers



What you're looking at are concept drawings for the new Eller motorcycles. The black bike pictured here is reminiscent of the mighty Vincent Black Shadows of days gone by. The same V-twin motor, tranny, frame, and front springer-style forks are used in a classic retro-style bike with swoopy fenders and Softail looks. Yet another design goes for the street fighter road racer market. The designs were created for Eller Industries by artist James Parker. Watch for more info on these bikes next issue.



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EasyNews

AMA update

AMA membership tops 234,000

As the AMA celebrates its 75th year, the country's largest motorcyclists organization has also passed another milestone in the form of record growth. As of April, AMA membership has topped the 234,000 mark.

The association's membership growth is part of a continuing trend, with the AMA growing by 3.5 to 4 percent each year. By comparison, a year ago their membership stood at 223,000. Thanks to a renewal rate that's the highest in the association's history, along with new members coming to the AMA, the association has grown by 11,000 members in the past 12 months, a jump of nearly five percent.

Events

Arizona Bike Week Returns!

Cruise America (the RV rental and sales folks) has announced that it has negotiated a letter of agreement with Rich Dillman & Associates to acquire and operate Arizona Bike Week. The event has become a favorite biker bash every year and in the year 2000 the party is on from March 25 to April 2. For info contact Rich Dillman at (602) 704-1142.

Easyriders of Columbus, Ga.

Spring Fling

Easyriders of Columbus, Georgia, threw its doors open wide on March 27 for the annual party known as the "Spring Fling." The store and three parking lots were jammed with riders and fresh Georgia peaches who couldn't help but shuck their tops to show off their ripe ... uh ... harvest. Everybody chowed down some good ol' Southern-style barbecue before heading over to the biker games. The wienie bite was a little scary in a crowded parking lot as spectators dodged slow-moving scooters, and the burnout pit was closed after one overzealous rider's tire exploded.

Call Easyriders of Columbus, Georgia, for next year's dates: (706) 321-1755.

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Easyriders Scottsdale, 3748 N. Scottsdale Rd., Scottsdale

California

Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech, 5901 Sepulveda Blvd., Van Nuys
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
San Diego H-D Co., 5600 Kearny Mesa Blvd., San Diego

Colorado

John's H-D, Inc., 1303 S.W. Frontage Rd., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Easyriders Denver, 4090 E. Iliff, Denver
Two Wheelers MC Shop, 1433 W. 38th Ave., Denver

Florida

Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
Miller's Custom Parts, 1865 S. Ridgewood Ave.,
S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami
Easyriders Ft. Meyers, 4601 Fowler St., Ft. Meyers

Georgia

Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders Atlanta, Units E&F, McDonough

Illinois

Walter's Bros. H-D, 615 S. Maxwell, Peoria

Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30,
Merrillville, (219) 736-2453

Iowa

Zylstra Harley-Davidson, 1930 E. 13th St., Ames
American Attitude, Inc., 406 Hwy. 34, Batavia

Kansas

Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy.
6801 Hedge Lane Terr., Shawnee
Seher's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana

Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Maryland

Rockville H-D, 7830 Airport Rd., Gaithersburg

Massachusetts

Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan

Saginaw Valley Motorworks, 3850 S. Huron Rd.,
Bay City
Detroit Motorcycle Parts, 16297 11 Mile Rd., Roseville
Easyriders of Detroit, 120 N. Main St., Mt. Clemens

Minnesota

Twin City H-D North, 1441 85th Ave. N.E., Blaine
Easyriders Minneapolis, 904 19th Ave. South,
Minneapolis

Missouri

Easyriders St. Louis, 14912 Manchester Rd., Ballwin

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada

Show Bike Performance Center, 17 E. Wyoming Ave.,
Las Vegas
Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas
Easyriders of Reno, 335 Kietzke Ln., Reno

New Jersey

Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico

Easyriders Albuquerque, 4101 Menaul Blvd.,
Albuquerque

New York

H-D of Suffolk County, 360 Rt. 109, West Babylon
Evo Cycle, 125 Middle Country Rd., Coram
World Wide Cycles, 100 St. Paul St., Rochester
Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina

Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders Greensboro, 106 College Rd., Greensboro
Easyriders Charlotte, 2317 South Blvd., Charlotte

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders Columbus, 611 E. Broad St., Columbus
Easyriders Cincinnati, 7220 Dixie Hwy., Fairfield

Oklahoma

Easyriders Tulsa, 10816 E. 71st St., Tulsa

Ontario, Canada

Easyriders Ontario, 621 Hespeler Rd.,
Cambridge, (800) 266-6332

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Blocker Enterprises, Rt. 248, Parryville

South Carolina

Easyriders Myrtle Beach, 1318 Celebrity Circle CS4,
Myrtle Beach
Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

Texas

Easyriders Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders Houston, 12899 Westheimer, Houston
Gasoline Alley, 3211 Kemp, Wichita Falls

Utah

Easyriders Salt Lake City, 1716 South State St., Salt
Lake City

Virginia

Shenandoah H-D, 2800-C W. Main St., Waynesboro
Departure Bike Works, 5216 Hull St., Richmond

Washington

Easyriders Bellevue, 10503 NE 4th Ave., Bellevue
R&R Motor Inc., 2726 Bldg E Black Lake Blvd.,
Tumwater

Wisconsin

Mischler's H-D & BMW LLC, N. 8063, Hwy. 33,
Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 727 N. Memorial, Green Bay
Milwaukee Bike Works 10700 W. Parnell Ave.,
Hales Corners

*You got it—just make a purchase of \$50 or more and ask
for your free copy of Easyriders from any of the bike shops
listed here. And remember to take this page with you
when you're on the road—it's a handy guide to some of
the best Harley parts and service outlets around.*

short strokes

Occasions

I remember a bumper sticker from the '70s that proclaimed, "Reality is for people who can't handle drugs." Sometimes I think reality is stranger, the drugs sorta blended the two. But drugs or reality, life's a kick in the ass, or an ass-kickin' nonstop adventure, especially when it comes to motorcycles and the opposite sex. Let's get to the news: Did you know that in 1912, the United States Marine Corps placed its first order for **motorcycles to replace the horses** and mules on the front lines during World War I? Some 20,000 Harleys were ultimately drafted for the war effort. For more historic H-D info check out the H-D Web site at: www.Harley-Davidson.com...Also from the factory, a maintenance tip **regarding batteries**. If the open circuit voltage reading is below 12.8 volts, you'll need to charge it and recheck the sucker after the battery has sat for one or two hours. If the battery still reads below 12.8 volts after 10 hours of trickle charging, using a constant current charger (set at 1.8 amps), you'll need to replace that piece of shit. An H-D 18 amp-hour battery should be loaded to three times its amp-hour rating, or 54 amps for 15 seconds. The voltage reading throughout the test should be 9.6 volts or more at 70 degrees F...Here's an astute quote from Paul Lax of ABATE of California in a rebuttal to a *USA Today* editorial: "If cost is a prime factor [in enacting helmet laws], then there is no activity the state cannot regulate. The reasoning used to pass this law could be used to outlaw smoking or require us all to eat a good breakfast."...Even the internet is **caught up in the biker lifestyle**. The high-tech marketing world of Internet Service Providers (ISP) gave away a Sportster a day, over a 3-week period in May... Bruce Marich, aka "Grinch," who owns S. Calif. Mobility, which makes special equipment for the paralyzed, is funding a concert for vets who need the funding for such equipment. The concert is Sept. 5 at Irvine (Calif.) Meadows Amphitheater. Call (714) 898-7838 for more info...**Y2K is just around the corner**. Here's a note from the *Los*

Angeles Times: "The news of a computer malfunction in New Jersey a few weeks ago that resulted in the distribution of \$23 million in food stamp benefits spread like wildfire when state officials raised the possibility that it was caused by the year 2000 problem." That wasn't the case. "Y2K is the computer bogeyman," said Alan Dundes, professor of anthropology and folklore at UC Berkeley. "It articulates all our fears. We like to have an enemy we can identify and overcome." Learn more about the ominous threat of Y2K failures right here on the pages of *Easyriders*...Don't ya love it when someone promotes a first-time event as the **"World's Largest Motorcycle Festival"**? Well this one is thundering toward Las Vegas and raising millions for charities along the way. Here's what they have to say about their event, "The Las Vegas International Bike Festival and Expo 2000, presented by Las Vegas Events, to be held October 3-8, 2000, promises to be all things to all people interested in all aspects of motorcycles and motorcycling." Watch for updates or contact Jim Gath of the Motta Company: (323) 653-1700...From the statistical library we've discovered that the motorcycle injury rate for 1997 shows a decrease of 2,000 injuries over 1996's figures. During the same time frame, helmet laws in three states were modified to give adults choice. Do you think rider education had anything to do with the drop in fa-

talities? ...General Soeyono was fired in 1996 due to his **love of riding Harleys**. While touring the island of Sulawesi, he hit a bridge and broke his ankle. He returned to Jakarta, just as rioting broke out. "I was hospitalized for two weeks, and after that I lost my job as the chief of staff of the armed forces for being away when the violence began," he said...Ah, more evidence that helmets don't always save the day. A three-year-old boy was trying to slide through a small opening on playground equipment near his home. The bike helmet he was wearing became wedged in the opening, and the boy was strangled by the helmet strap. A seven-year-old Canadian girl died in a similar incident in 1997...The world's oldest profession is trying to capture a velvet hold at Bike Week. A couple is planning to have a tent **set up to sell sex**. The problem is they can't find the women to work. They insist on running it by *band* until the positions can be filled...Finally, a joke from fellow rider, Jay Leno: "As I'm sure you know, Al Gore is very busy preparing for his big presidential campaign. In fact, right now he's hired a group of carpenters to build the small, quaint farmhouse he grew up in as a boy." ...With that I will say *adios* for another calendar page. It's riding time, so take stock of all that's chrome in your life and ride around celebrating. Ride forever.

—K. Randall Ball

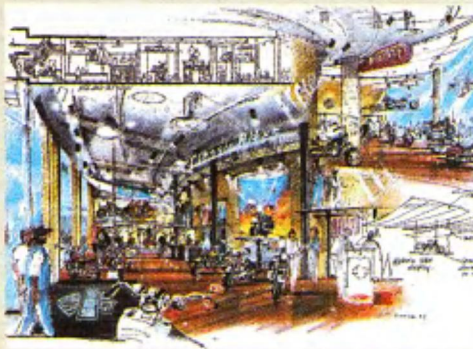
Special thanks to Parkay, Angelo Bruno

Grand opening

Warr's H-D of London opens Euro flagship

In May 1999 world-famous Warr's Harley-Davidson of London opened a new state-of-the-art showcase Harley dealership designed by award-winning architects Cullum and Nightingale. The multi-level 20,000square-foot site took over a year to build and offers absolutely everything for the Harley or

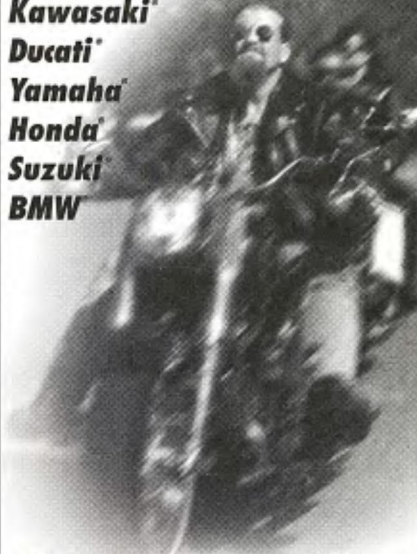
Buell enthusiast. The new facility is the largest in the UK, capable of housing over 500 bikes and the largest service department in Europe. Warr's also features an incredible display of Harley memorabilia and collectibles showing their brand loyalty since 1924. Check out their Web site at: www.warrs.co.uk.



Sketch provided by Warr's

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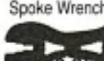
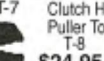
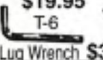
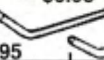
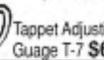
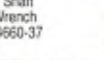
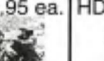
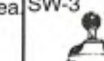
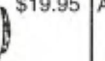
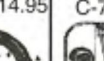
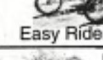
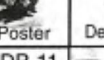
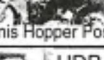
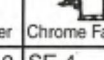
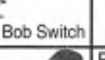
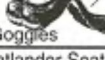
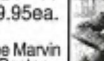
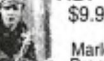
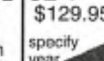
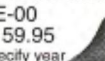
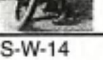
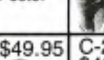
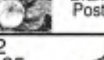
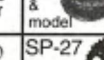
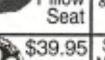
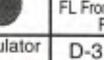
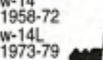
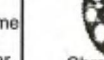
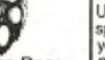
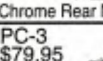
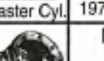
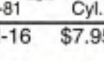
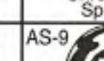
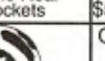
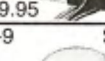
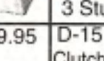
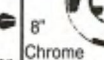
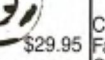
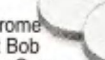
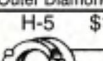
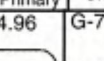
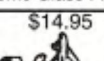
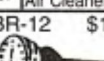
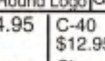
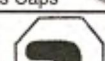
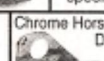
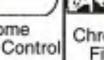
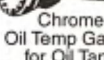
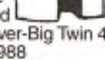
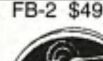
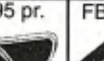
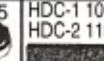
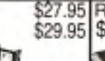
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Two-wheeled tidbits

News from around the bikin' world

United States Supreme Court:

Some weird things are happening with our U.S. Supreme Court. They now say it's perfectly legal for officers to search "all passengers" in a vehicle when only the driver of the vehicle is suspected of a crime. I don't know about you folks, but that scares the hell out of me and I don't like these turn of events at all.

Victory Motorcycle Co:

Titan Motorcycle Co. of Hillsboro, Oregon, is also a dealer for the Polaris Victory motorcycle. They're located at 1515 S.E. River Rd., Suite 300, Hillsboro, OR 97123, (503) 681-2113. Polaris recently reported shipping their 2,000th bike. That puts them on schedule for shipping 5,000 units this year. For more info on Polaris' Victory check the Web site at: www.polarisindustries.com

Las Vegas:

Evel Knievel recently returned to Caesar's Palace to relive the hairy ride he took there. He said that ride was what catapulted his career. Knievel recently underwent a liver transplant in Florida that he said was the result of having been given tainted blood during one of his many surgeries. Regardless of what some people think, this guy is one tough dude.

Utah:

If the federal government can't harass us off the highways, the state of Utah seems to have found a way. Cars and trucks there were switched to a flat tax this year. The highest tax was supposedly \$150, but one rider reported his H-D FLSTC was taxed at an even higher rate. It cost him \$159.70 and he's up in arms over it. Because of Utah's weather, he can only ride nine to 10 months a year. Further, his bike is worth about \$15,000, yet he's taxed more than a \$60,000 Lexus. Go figure. People in Utah who ride need to get to their legislature, and fast.

—Gunny,

Oregon AIM Chief of Staff

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Shop news

K.C. Creations gets creative

Kim Suter's K.C. Creations bike shop of Merriam, Kansas, is proud to announce that they will be offering Titan and Big Dog motorcycles in the Kansas City area. They'll also continue to crank out a fine stable of custom ground-up custom scoots for the exploding custom bike market in the Midwest. For info call Kim Suter at (800) 821-9560.



Photo: K.C. Creations

Legal-ese

NHTSA has allegedly ignored the mandate in the new TEA-21 agreement by actively lobbying in Maryland's Legislature. They were specifically forced to stop lobbying in state legislatures, and this part of the federal highway bill is there because bikers put it there.

In spite of this law, Dr. Elizabeth Baker, Region III NHTSA Administrator, was allowed to testify against SB239 in the Maryland Senate. SB239 is the helmet modification legislation bill for that state. A full investigation has been called for and penalties requested. Yeah, right! We'll keep you posted.

The MRF, for the second time, is the winner of the ASAE award for excellence in legislative accomplishments. The ASAE is a Washington, D.C.-based group with individual memberships of 24,000 association executives across the U.S. and 46 foreign countries. Congratulations!

Perth, Australia: The police found reason to harass a

More two-wheeled tidbits

biker funeral by sending out SWAT teams and dog squads along with hundreds of police in support, all supposedly to make sure there was no violence. They surrounded the more than 200 bikes that formed the escort for the funeral of the president of the Gypsy Joker MC, Perth Chapter, from the town of Medina on out to their Fremantle cemetery.

More than 60 squad cars and buses transported the police to the cemetery and dropped them at the entrance. Why can't the authorities leave people alone in their grief over the loss of a loved one? As reported in *Easyriders* magazine, we suffered about the same sort of disrespect at the funeral of a fallen brother just around a year ago in Vancouver, Washington.

This sort of unwarranted discrimination is an abomination and should not be allowed to continue anywhere on earth.

—Gunny

Oregon AIM Chief of Staff

Investment news

Two-Wheeled Investor

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SYMBOL	COMPANY	DATE PUBLIC	LAST QUOTE	DATE	52-WEEK HIGH/LOW
BIKR	BIKER'S DREAM	1997	2 13/16	06/17/99	9.21 - 2.50
EZR	EASYRIDERS, INC.	1998	1 3/8	06/17/99	4.25 - 1.00
BIGX	EXCELSIOR-HENDERSON	1996	6 9/32	06/17/99	11.00 - 5.25
HDI	HARLEY-DAVIDSON	1986	54 15/16	06/17/99	64.06 - 26.12
PII	POLARIS/VICTORY	1996	43 15/16	06/17/99	45.68 - 24.00
TMOT	TITAN MOTORCYCLES	1998	3 7/8	06/17/99	N/A

JAF 1155.15.16... AMEX:WELCOMES.EASYRIDERS.INC..EZR SPY
 8.5.16...11.30 A.H...NYSE:MKT.DN CTS..NYSE:IDX 33 522.78

"One More Saturday Night"



From The Grateful Dead Art by **STANLEY MOUSE** Plate Collection

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MOUSE

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Stanley Mouse, the notorious master that "drew the face on rock music," paints with his instincts. He captured the social, musical and cultural transformation during the turbulent '60s, and came to be most famous for his work associated with the Grateful Dead, including the Skull and Roses icon. Through his creative genius and innovative artistry, his work changed the rock-art world indefinitely!

Now, renowned artist Stanley Mouse pays tribute to the pop culture phenomenon the Grateful Dead with "One More Saturday Night." For the very first time, this artwork is forever immortalized in a fine collector plate available exclusively from The Hamilton Collection.

Presenting *The Grateful Dead Art by Stanley Mouse Plate Collection*, featuring artwork from the Grateful Dead. Issued in an edition limited to a total of 28 firing days, each plate is bordered in 24K gold, hand-numbered and accompanied by a matching Certificate of Authenticity.

Owners of "One More Saturday Night" will have the opportunity to preview new issues in the collection *without obligation*. As always, our 30-Day 100% Satisfaction Guarantee assures you order without risk. Submit your order today!

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Respond by: September 30, 1999

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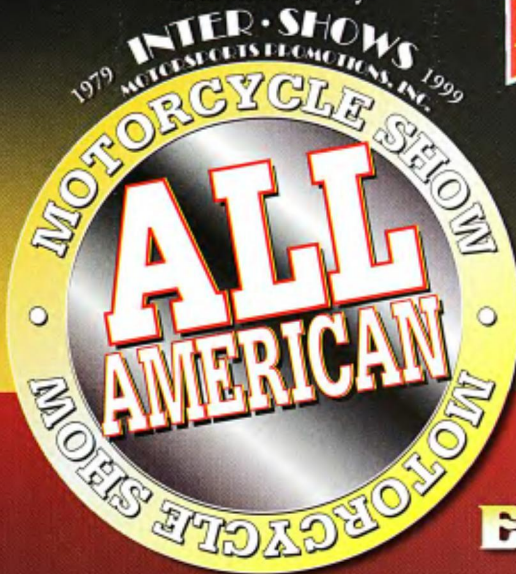
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*Add \$3.95 for shipping and handling. Deliveries to FL and IL will be billed appropriate sales tax. All orders must be signed and are subject to credit approval.

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The ER brigade took the **Laughlin River Run** by storm this year ... literally. The video crew blew in from Vegas with most of the folks from Easyriders of Las Vegas in hot pursuit. **The company pulled out all the stops.** They sent some of the **Biker troops** (Rip, Dean, and Nancy) to the Avi Resort to cover the drags and concert scene, which included Paula Nelson (Willie's daughter), the Fryed Brothers, and the California Hardbodies **Topless Oil Wrestling** event (**God, I love topless oil wrestling**). Hired guns Markus Cuff and Mike Lichter were shooting the concerts, shows, people, and vendors in Laughlin. Strip Bar Stan was busy **rounding up the T&A**, and editors from *Quick Throttle* and *Easyriders* were **mixing with the vendors** in search of the scoops on all the latest parts and manufacturers.



FEAR in

AND LOATHING

l a u g h l i n



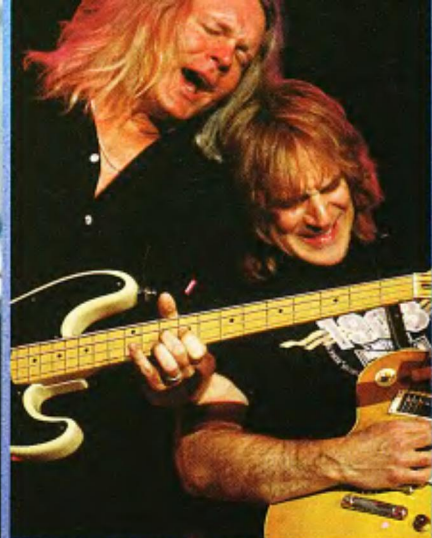
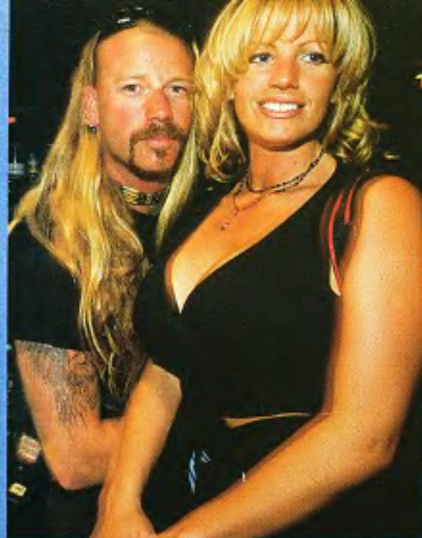


What was it all about and what was with the weather? This staffer found some people complaining about a little wind and rain and chilly conditions, but I was grateful for the cool temperatures. I usually carry about 60 pounds of photo gear and sweat my nads off. Much to the dismay of the vendors this year, I found the weather driving lots of people into the casinos. But, hey, are runs about vendors? Hell, no! They're about riding to a gathering of friends and partying for a few days by swapping stories and enjoying shows, events, and brotherhood. Hell, the Easyriders, Inc., staffers partied with The Fried Brothers, The Sneeze Brothers, the Weed Brothers, and everyone else we bumped into (ya gotta love auto focus cameras and mini tape recorders).

Everyone seemed to be in a more social mood this year. Maybe it was because the chilly temps drove 40,000-60,000 motorcycle enthusiasts into the casinos, where the alcohol flows freely if you're loose with your cash. Speaking of getting loose, I think the weather was responsible for all the T&A and horseplay in the casinos. I know I had more fun this year than a warden in a woman's prison with a pocket full of pardons, but I was pretty lucky ... I got to play Santa and give all the bad little girls and boys presents.







The scene at the Hilton on Friday and Saturday night was Wild! Sticky Fingers, a Rolling Stones tribute band, kicked out the music that bikers love ... classic rock! And they did it with a vengeance. These guys were great and had the place so fired up that it felt as though we were in the movie *Fear and Loathing in Las Vegas*. Everywhere our cameras turned, we came up with footage of wrestlers, sports figures, adult film stars, and partying crazies, all having a little more fun than is allowed by law. In fact, some of us were politely asked to try to keep a lower profile because people were playing to our cameras. Imagine that—bikers and bikerettes performing things to get in a magazine. I saw more tits, burnouts, wheel stands, and public silliness than in the last five previous years at the run, and that was just in the entryway to the Flamingo Hilton.







My heart goes out to the vendors who didn't make ends meet this year, mostly because of the weather, but hopefully they had half as much fun as we did. Rain made a mess of the drag races and hurt the Harley and Excelsior-Henderson demo rides a bit. Sometimes you just have to forget about making money and doing business and remember what you are in it for, namely the ride and the lifestyle that we all hold dear. We here at Easyriders would like to thank everyone at all of the casinos, the law enforcement, the vendors, and all of you who helped us bring this year's River Run to the world. —Phil McCavity



Photos: Michael Lichter, Markus Cuff



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Normally in **Easyriders**, if we talk about custom fenders we're referring to metal fabrication and lavish custom paint. Now Easyriders is giving away custom

Fenders of a different kind ... the guitar of the rock 'n' roll gods! **Fender Musical Instruments Corporation** has created three super custom American Standard Stratocaster electric guitars adorned with the Easyriders logo and you—yes, you—can win one!

Everybody knows that **Harley-Davidson** and rock 'n' roll are the only two truly American icons in this crazy world, and now Easyriders gives you the best of both in our **Rock-N-Blues Festivals!** When you attend any one of our eight great rockin' events this summer and fall, you can enter to win the guitar that every rocker worth his salt wails on. Yep, one of these mind-melting guitars can be yours! Just show up for an **Easyriders Rock-N-Blues Festival** and enter our ring toss game. The next festival is in **Fowlerville, Michigan, August 20-22**, at the Fowlerville Fairgrounds. The winner's names will be entered in a drawing to win one of these amazing **\$1,500 Fender guitars.**

Well, don't just sit there leering at this innocent page, fire up the scooter and head down to an **Easyriders Rock-N-Blues Festival** near you. There are only three of these custom **Easyriders/Fender Stratocaster Guitars** in the entire world! (See ad for Easyriders Rock-N-Blues Festivals in this issue for details.)

This just in: On average, 100 people choke to death on ball-point pens every year, so use your computer! And now, Tech Letters.

—The Management

Caliper Q&A

I've been reading about all of the different brakes being manufactured for Harleys and, being kinda new at wrenching, I have a few questions. First off, I notice many calipers are made with different numbers of pistons, two, four, and even six of them. Why is this? And the huge 13-inch brake rotors, are they better because of their diameter, or is this just for looks? Any info would be greatly appreciated.

Craig Nelson
Los Angeles, California

The idea behind more pistons in a caliper means that you have more clamping force on the rotor. It's kinda like having four or six fingers gripping your beer can instead of one or two. And the larger a disc brake can be, the more effective it is in stopping because of the leverage involved. Also, the rotor material makes a huge difference, cast iron being the best, because of its higher friction as compared to stainless steel. Stainless is the material of choice because it doesn't rust, and for most applications works perfectly. Ductile iron rotors are becoming more commonplace and because of this they are now available with a plating that keeps them from rusting.

Race Removal

Just a quick question, and probably one you've been asked a thousand times: Concerning the Timken bearings used in the neck on a frame, how the hell do you get the races out? On frames with neck bearing cups, do you just replace them or what?

Phil Graham
Rochester, New York

Getting Timken races (which are pressed in) out of a neck or anywhere else can be more difficult at times, depending on the installation. The quickest way requires a welder, and removes the races exactly the same way you can get a valve seat out in a

burry. Simply running a bead of weld along the surface of the race will actually shrink it enough to remove it. For some applications, there are tools made by companies such as JIMS for getting these suckers out. But for removing them from a neck or neck cup, welding is an easy way to do it.

Set In Stone

Not sure how long ago it was that you had an article about securing a bike using steel in a concrete foundation. Could really use your help on this.

Dakota
Springtown, Texas

Sure thing. If I remember correctly, I once related a tip a friend of mine passed along for this very thing. He took a cement drill and bored a couple of holes in the concrete floor of his garage to make room for steel eye bolts. Using a mix called Pour-Stone (any hardware store will have it) he stuck the eye bolts into the floor and let the whole shebang set up. Pour-Stone is actually stronger than the cement, and there's no way those screw eyes will come out of it. After that, it's as simple as cable-locking the frame or wheel to the eye bolts, and you're secure. Make sure to plan ahead and put the bolts in the floor where they won't interfere with anything else, and you're good to go.

Custom Sportys

Thanks for your published response in the January '99 issue (Talking Tech, "More Belt Blues") It was most informative to my special request. I'm into late-model Sportsters and methods of customizing them. If you're up for more tech questions, here are my latest. First, what should be the allowable "bottom of frame" road clearance for a daily rider? Second, altering the chassis to increase the neck angle (38 degrees is my choice) on a stock Sportster, what can I expect in additional fork tube lengths to maintain proper ride height.

Thomas J. Penton
Coleman, Florida

Well, ground clearance can be as much or as little as you can live with. If you avoid speed bumps in parking

lots and have no curb-hopping on your agenda, go as low as you like. My rigid has 4 inches of clearance, and a skid plate to boot. Just be careful what you ride over. As for the neck rake and tube length issue, I always set up a bike so that the frame rails are parallel to the ground. I prefer that look. Tube length will vary by frame, the job that was done modifying it, the triple trees used, front wheel size, etc. Each bike needs to be measured to get the proper measurement. Fork tubes usually only come in 2-inch increases, although cross-referencing one application to another will sometimes get you an inch instead. My experience, on 35- and 38-degree heads, 4-over is the best (that's 4-over a stock FLT tube, or standard length FXWG tube, measuring 24 inches long). Measure yours before you order, just to make sure, and measure your existing fork tubes without the sliders.

Tranny Trick-out

There's an early rubbermount 5-speed tranny sitting in my garage, and I was thinking about using it pretty soon. My question is, since this box has the die-cast trap door and clutch cover that uses a clutch arm for the cable, is it at all possible to swap this over to a late-model 5-speed billet trap door and clutch door? It seems to me that it would work, but I wonder if you have any input on the matter?

George Ramis
St. Louis, Missouri

Yeab, the early FLT and FXR 5-speed rubbermount trannys are pretty much the same. You can swap to a billet trap and clutch door (cable or hydraulic) and if you choose hydraulic, you'll need a master cylinder to take place of the clutch cable porch on the handlebar. This conversion will definitely clean up your bike's transmission. Billet Top lids for late-model trannys should work on your gearbox as well, you'll just need to check for starter clearances, etc.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, Easyriders, P.O. Box 3000, Agoura Hills, CA 91301-3000. If we can find a solution, you'll read it here.



"I suppose you think I only married you because you lactate beer."



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SYMPTOM: Feet cold and wet.

FAULT: Glass being held at incorrect angle.

ACTION: Rotate glass so that open end points toward ceiling.



SYMPTOM: Feet warm and wet.

FAULT: Improper bladder control.

ACTION: Stand next to nearest dog; complain about house training.

SYMPTOM: Beer unusually pale and tasteless.

FAULT: Glass empty.

ACTION: Get someone to buy you another beer.

SYMPTOM: Opposite wall covered with fluorescent lights.

FAULT: You have fallen over backward.

ACTION: Have yourself chained to bar.

SYMPTOM: Mouth contains cigarette butts.

FAULT: You have fallen forward.

ACTION: See above.



SYMPTOM: Floor moving.

FAULT: You are being carried out.

ACTION: Find out if you are being taken to another bar.



SYMPTOM: Floor blurred.

FAULT: You are looking through bottom of empty glass.

ACTION: Get someone to buy you another beer.

SYMPTOM: Room seems unusually dark.

FAULT: Bar has closed.

ACTION: Confirm home address with bartender. Take taxi home.

SYMPTOM: Truck suddenly takes on colorful aspect and textures.

FAULT: Beer consumption has exceeded personal limitations.

ACTION: Cover mouth.



SYMPTOM: Everyone looks up to you and smiles.

FAULT: You are dancing on the table.

ACTION: Fall on somebody

cushy-looking.

SYMPTOM: Beer is crystal clear.

FAULT: It's water. Somebody is trying to sober you up.

ACTION: Punch him.

SYMPTOM: Hands hurts, nose hurts, mind unusually clear.

FAULT: You have been in a fight.

ACTION: Apologize to everyone you see, just in case it was them.



SYMPTOM: Don't recognize anyone. Don't recognize the room you're in.

FAULT: You've wandered into the wrong party.

ACTION: See if they have free beer.

SYMPTOM: Your singing sounds distorted.

FAULT: The beer is too weak.

ACTION: Have more beer until your voice improves.

SYMPTOM: Don't remember the words to the song.

FAULT: Beer is just right.

ACTION: Play air guitar.



SYMPTOM: Beer tasteless, front of your shirt is wet.

FAULT: Mouth not open, or glass applied to wrong part of face.

ACTION: Retire to rest room, practice in mirror.

Seems the world has gone crazy over instruction manuals. Everywhere you look there are stickers and disclaimers telling you not to throw your hair dryer in the sink, or somethin', as if we've all lost whatever common sense God gave us. Well, maybe we have.

Most humans are just walking cabbage anyway.

But the point is, there should be instruction manuals where you need 'em most, like when you try to figure out vending machines or use those new-fangled towel dispensers in airport rest rooms.

In the back of every manual there's a section called "troubleshooting."

This is supposed to solve all your problems so you won't call a mechanic or techie to help ya out.

For bike manuals, the troubleshooting section should always begin:

"Do you have gas? Turn on the gas ..."

It has come to our attention at Easyriders that there is no guidebook to beer drinking and there certainly isn't a troubleshooting guide to help you through the obvious perils of swilling brew.

Worry no more dear friends.

Once again, Easyriders comes to the rescue with our stab at ...

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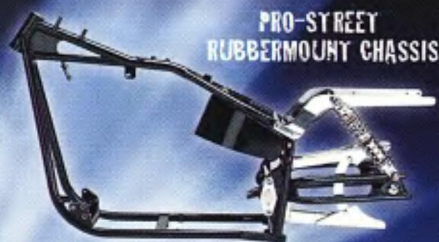
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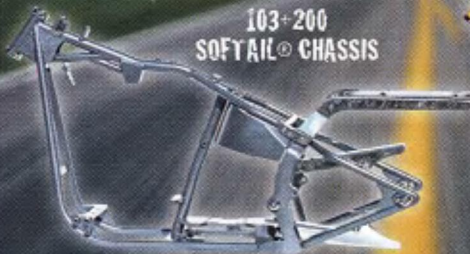
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Cycle Portraits

THE FULL SPECTRUM OF MELISSA HARRIS



A year ago, watercolorist Melissa Harris was looking for a challenge. She found it in her attempts to capture the personality and essence of Harley riders. The results are earning her a place amongst the already established oil artists creating Harley art, and her slant requires every bit as much attention to detail as their medium, if not more. Why? Because for artists, working with watercolors can be about as forgiving as trying to carve your name on a piece of rice paper.

"I'm drawn to Harleys mostly because of their chameleon-like ability to reflect their individual owners," Melissa told us during a phone interview to her studio in Ohio. Melissa's recent foray (yes, we do love big words around here ...) into the world of leather and chrome came about somewhat by chance. But, of course, if you ride long enough, you know better ...

"I went grocery shopping, and a biker was parked nearby in the lot. I asked him if I could take his picture, and he didn't mind. I painted a watercolor of the photograph, took it into Southeast Harley-Davidson (Bedford, Ohio), and they loved it. The next painting I did was of one of their sales reps, and they hung it on the dealership wall.

"The really great thing that happened was when Southeast H.O.G. invited me to rallies and charity benefits where I was able to display my work. It all kinda mushroomed from there ... " Word spread fast that Melissa Harris was the artist to see if you wanted your personality captured along with your bike. She loves meeting people, and as cliché as that might sound, in her case it's not just the truth ... it's the essence of her technique.

"I was intrigued by the unique relationship that bikers have with their cycles. Each motorcycle is as different as the individual owner, and truly represents an extension of their personality," Melissa says. "But to paint only the bike without the rider takes away from the spirit of bike and rider as a whole. You can't have one without the other. An interesting transformation takes place when the rider and motorcycle are portrayed together. They become one and the same."

It took some convincing, but we managed to get Melissa to give up the goods on how she creates her art. It begins with her scheduling a photo shoot with the biker and the bike, where

she photographs and interviews the rider to get background info and, hopefully, a good riding story. She chooses three to five shots that capture what she's looking for: that moment somewhere in the conversation when the biker and the bike are one and the same.

She takes the best photo, enlarges it, and traces over it to capture the essential lines. And here's where it gets really interesting. She then takes a B-2 carbon pencil and shades the back of the tracing paper. This technique is how Melissa transfers the essential lines onto watercolor paper. Slick, huh?

From there, she adds the watercolors in a most meticulous manner. The margin for error is slimmer than Clinton's credibility, and so far, she's not yet had to restart a portrait. Melissa starts with faces first, and always begins with light colors, as they are easier to blend to darks. That's all she would spill, other than it takes about two weeks to create a Cycle Portrait.

So how good is Melissa? Master metal fabricating maniac Ron Finch is one her most recent subjects. That ought to tell ya plenty, as should her closing thoughts. "As a portrait painter, you see the good of the people you are painting. I do it out of love, and what fascinates me the most about bikers is their feisty independence, how colorful they are."

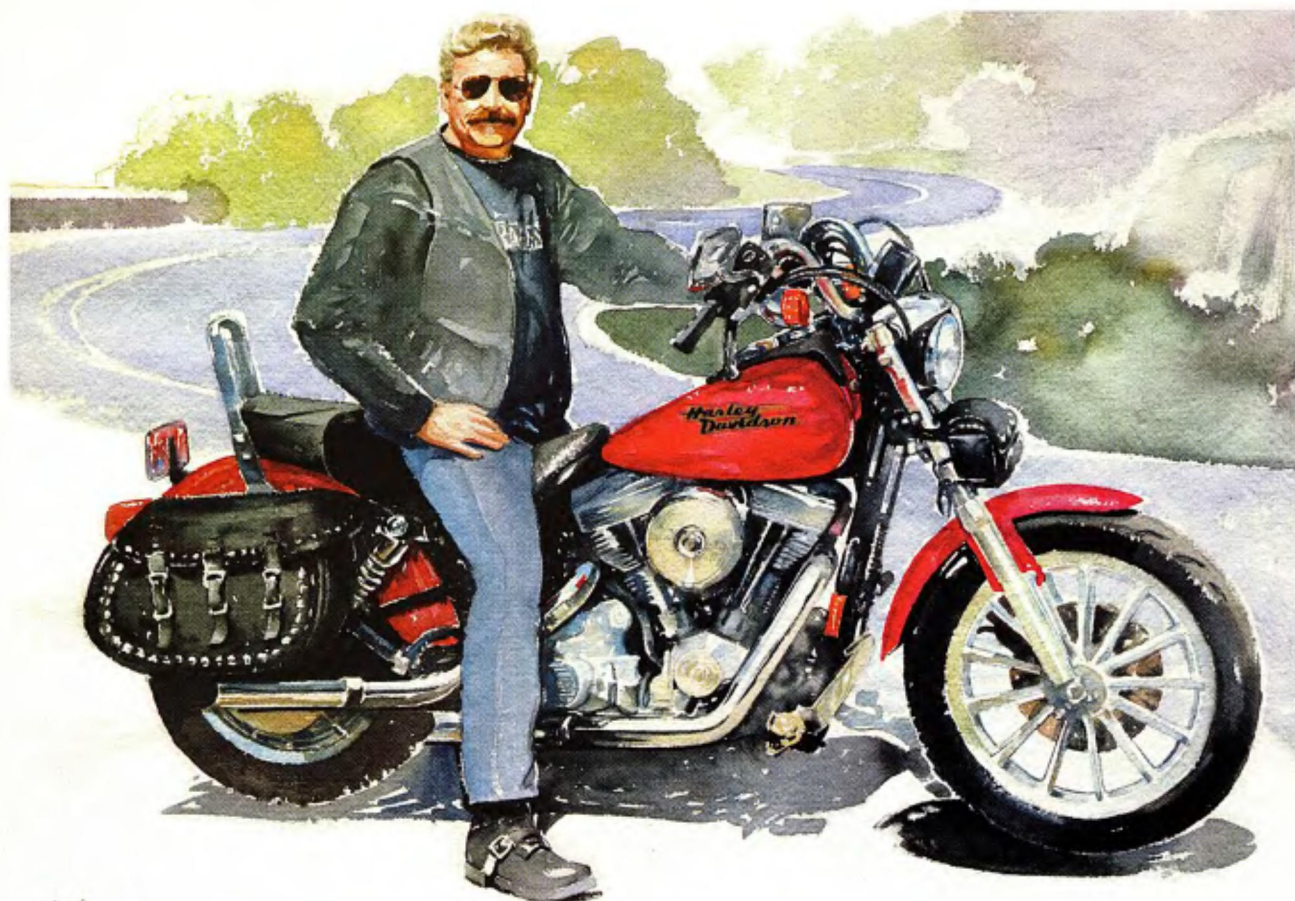
Check out Melissa's Web site at www.cycleportraits.com, call her at (330) 562-7973, or e-mail her at mel@cycleportraits.com. Her West Coast art rep is Lily English, ActionStations, Inc., (530) 898-9269). What are you waiting for?

—Van Go











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"There's something about this that doesn't look right."



School values

DONNY LOOS' PERSONAL CHOP JOB

This just in: Did you know that a female goldfish is called a twitt? And now back to our bike feature, already in progress ...

In Ohio, the mind-freezing chills give builders time to build instead of riding all the damned time. Donny Loos has been riding since high school in 1978, starting with a '77 Sportster. He's been building classy customs since 1986 at his shop, Don's Custom Cycle, in Miamitown, Ohio, too. Despite the weather, Donny builds between eight and 15 ground-up customs a year and says he hardly has time to ride at all. The problem is that people are lined up around the block for a Loos custom scooter, and one look at Donny's personal ride tells you why: The attention to detail on this long, black bike combined with Donny's firm grip on old-school values results in a phenomenal finish.

What do we mean? Simple. Check out this bad boy and you'll notice





that Donny painted the flames all the way around that Pat Kennedy gas tank so they'd reflect in the chrome rocker boxes of ... what? That's right! The flames reflect in an honest-to-god Panhead engine! Donny says, "Choppers should be Panheads and Knuckleheads." We couldn't agree more. They just *look* right. After all, the original choppers from the '70s had more class than a hundred stock Softails with cool paint jobs and bolt-on accessories. Choppers are built to be bad, and Donny knows all about that.

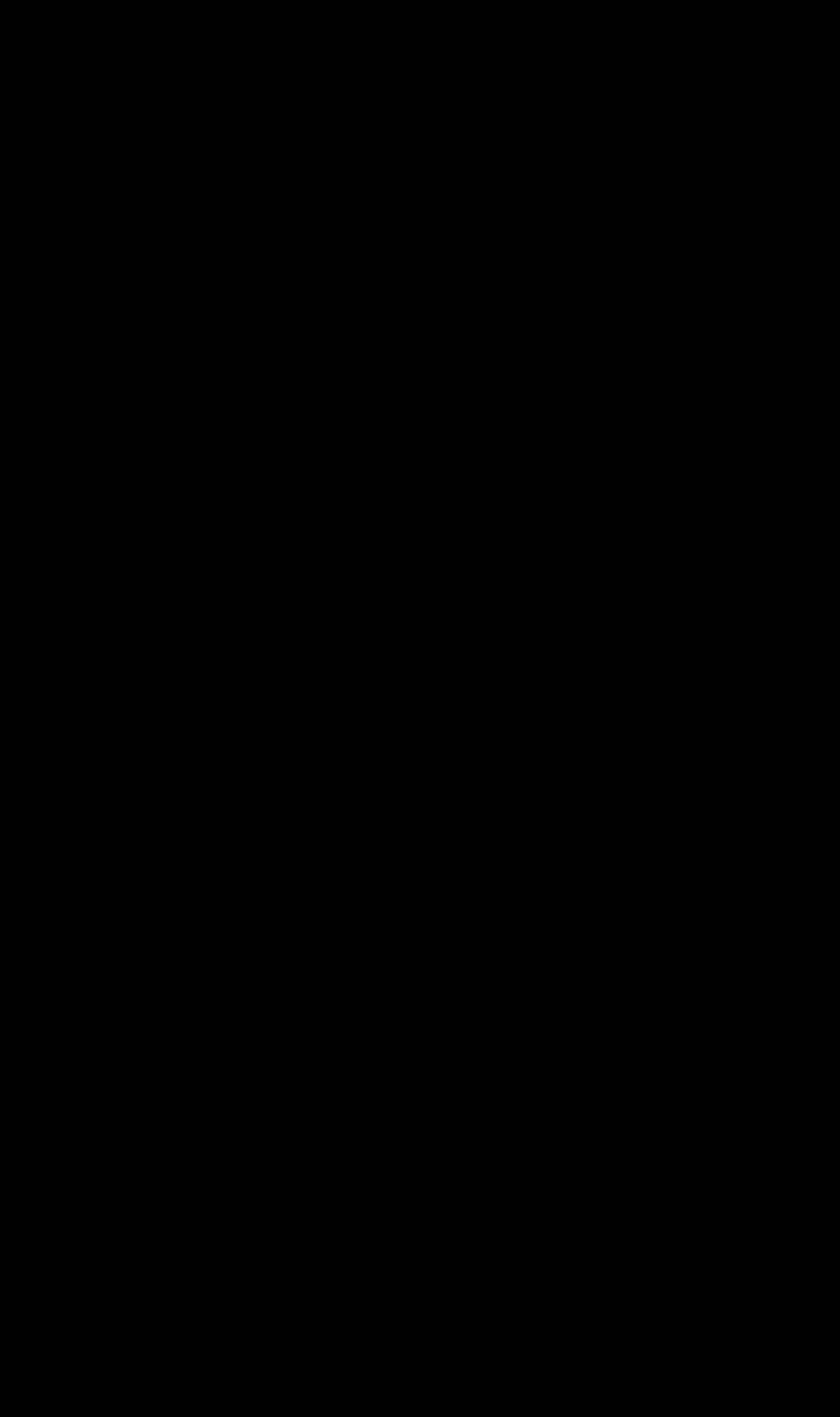
Despite this bike's nasty heritage, it actually rides real smooth, thanks to a helping hand from Brooke at Kennedys. "She helped me set the trail on the bike so it tracks true," Donny says. Not any easy task when you consider the 46-degree rake, 10 inches of stretch on the Kennedy rigid frame, and those long 20-inch

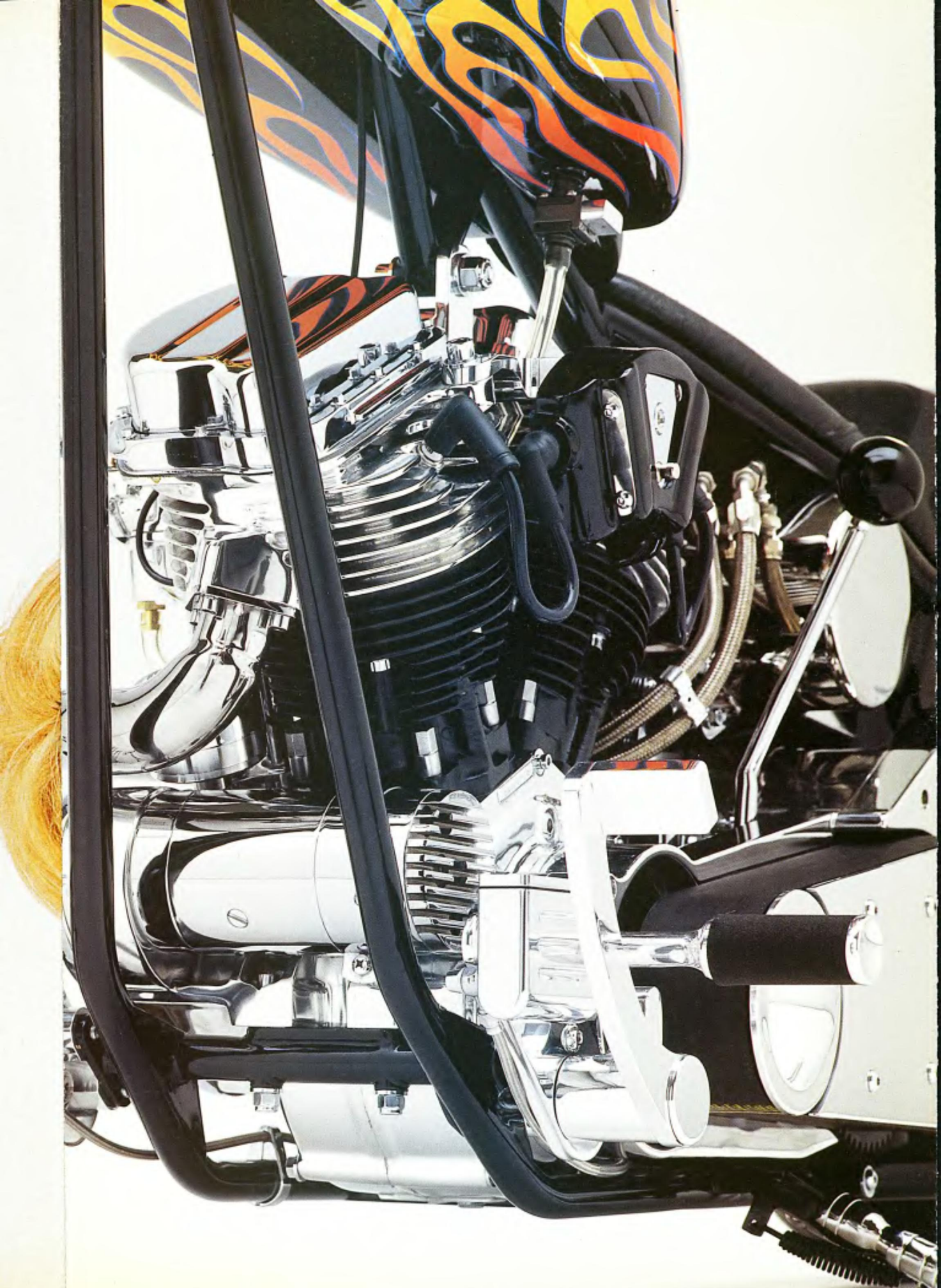
over tubes. Donny says that this personal ride was wrenched on during all of his spare time. "I'd piddle with it a little here, a little there," Donny told us. "There's only a couple of stock parts on it. I wanted to run a 1999 version of a Pan." Naturally, a high-tech Pan would have a few more ponies than the old V-twins of the past. This one sports 103 screamin' inches of pure rush, thanks to an S&S lower end, pistons and cases, and a set of STD heads. But Donny tells us his next ride will feature a good old-fashioned original Pan engine and a Linkert carb for old time's sake.

This chopper was built to compete at bike shows. In fact, Donny built this bike with our Easyriders Columbus Invitational in mind. "I built the bike for the Spectator Class," Donny says, laughing. "I knew those spectators would love the hydraulic foot clutch and all." He was right. This righteous rigid took 1st Place in the Preview Class at our Columbus show.

"Seems like everybody wants stretched choppers these days," Donny says. "How far that's gonna go is anybody's guess, but in the Midwest, everybody is ordering rigid frames." Maybe it has something to do with the old biker idea of "heart" and "class" and being about something. With solid old-school bike-buildin' values like Donny has, we can see why the custom future may lead us full circle to the past.

—Dave Nichols





Mad Max had been forced to take a day off from work to appear for a bullshit traffic summons, and he was growing increasingly more pissed off as he waited hour after hour for his case to be heard.

When his name was finally called late in the afternoon, he stood before the judge, only to hear that court would now be adjourned and he'd have to return the following day.

"What for?" he snapped angrily at the judge.

The judge, equally irked by the long day and Mad Max's sharp query, roared, "Twenty dollars contempt of court, that's what for!"

Then, noticing the bro checking his wallet, the magistrate eased off and said, "That's all right, you don't have to pay right now."

Mad Max replied, "That's okay, Yer Honor. I'm just seein' if I have enough for two more words."

*Mutba Juggs
Rockwall, Texas*

Slowpoke and Bambi were celebrating their golden anniversary. Slowpoke leaned forward and said softly to his ol' lady, "Babe, there's somethin' I gotta ask ya. It's always bothered me that our eighth kid looks nothin' like the other seven. Now, it's been a great 50 years, but I gotta know—did he have a different father?"

"I'm afraid so," Bambi reluctantly admitted, dropping her head and unable to look her ol' man in the eye.

"Who was it?" Slowpoke demanded. "Who's the father?"

Bambi hesitated, then finally she said, "You."

*Chavid Dance
USA*

A skeleton walked into the bar one night, hopped up on a stool, and told the barkeep, "Gimme a Bud Light." The bartender served him his beer and then asked, "Anything else?"

The skeleton replied, "Yeah ... a mop."

*Risky
Ogden, Utah*

A biker and his young son are picking up some run photos at the drugstore when the kid comes across a rack of condoms and asks his dad about them.

"Well, son, those are called rubbers," he says. "They're for protection when you're having sex."

Curiously examining one of the packs, the boy asks, "Why does this one have three in it, Pop?"

"Those are for high school boys," the biker explains. "One for Friday, one for Saturday, and one for Sunday."

The kid then picks up one with six condoms and asks, "Why six?"

His dad replies, "Those there are for the college students—two for Friday, two for Saturday, and two for Sunday."

The son then notices a 12-pack of condoms and asks the same question again.

The biker tells him, "Son, these are for us married men. One for January, one for February, one for March ..."

*Cousin Hank
Portsmouth, N.H.*

A bro was taking a midnight stroll past a graveyard when in the moonlight he caught sight of a guy furiously screwing a chick amongst the tombstones. Just to be a wisecass, he hollered across, "Hey, buddy! Can I give her a try?"

The dude promptly yelled back, "Sure! Here, take my shovel—I hear there's another fresh one over in plot 216!"

*Mouldy Shirley
Indy*

Two old graybeards are walking along behind their chattering wives. Herb says to Sam, "Hey, last night we went to a new restaurant and had the best steak dinner I ever tasted. Good prices, too."

"Jeez, sounds good," says Sam. "We like to eat out too. What was the name of the place?"

After a few moments of thinking Herb says, "You're gonna have to help me out here a little, bro. Tell me, what's the name of that pretty flower, smells sweet, grows on a thorny bush?"

Sam says, "Rose?"

"Hell, yes, that's it!" cries Herb. He then yells ahead to his ol' lady, "Hey, Rose! What was the name of that restaurant we ate at last night?"

*Two Hole
Lone Mesquite Ranch*

The Pope is visiting town, and all the residents are dressed up in their best Sunday clothes. Everyone lines up on Main Street, hoping for a personal blessing from the Pope.

One local man has put on his best suit, and he's sure the Pope will stop and talk to him. He stands in line next to an exceptionally downtrodden-looking bum who doesn't smell very good.

As the Pope comes walking by, he pauses, leans over and says something to the bum, and then walks right by the local dude without a word. He can't believe it at first, but then it hits him: of course the Pope won't talk to him—the Pope's concern is for the unfortunate people, the poor and feeble ones.

Thinking fast, he gives the bum \$20 to trade clothes with him. He puts on the bum's clothing and runs down the street to line up for another chance for the Pope to stop and talk to him.

Sure enough, the Pope walks right up to him this time, leans over close, and says, "I thought I told you to get the hell out of here, asshole!"

*Morris the Cat
Prowling*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PainsanoPub@aol.com.



Owner: Donny Loos
City: Miamitown, Ohio

General

Fabrication: Don's Custom Cycle
Year/make: 1999 Custom
Model: chopper
Assembly: Don's Custom Cycle
Chroming: Brown's
Polishing: Mike's Metal Polishing

Engine

Year/model: 1999 Panhead
Rebuilder: Don's Custom Cycle
Ignition: single fire
Displacement: 103 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: STD
Cam: Andrews
Carb: S&S
Pipes: Don's Custom Cycle
Modifications: S&S balancing,
JIMS lifters, S&S air cleaner

Transmission

Year: 1999
Modifications: polished,
Belt Drives Ltd.

Shifting: hand shift

Painting

Molding: Don's Custom Cycle
Painter: Don's Custom Cycle
Color/type: jet set black/House of Kolor
Special paint: ..flames, layout by Dauber

Frame

Year/type: 1999 rigid
Builder: Pat Kennedy
Modifications: 46-degree rake,
5-inch stretch, internal stops

Accessories

Bars: Ness
Handlebar controls: Kennedy throttle
Fenders: Jesse James
Headlight: Headwinds
Taillight: Legends
Dash: Pat Kennedy
Pegs: Excel Components
Foot controls: Excel Components
Electrics: Don's Custom Cycle
Gas tank: Pat Kennedy
Oil tank: Pat Kennedy
Oil system: S&S

Seat: Don's/Danny Gray
Mirrors: none
Grips: Excel Components

Forks

Type: Cycle City/Ness
Builder: Franks Forking
Modifications: 20 over, +5 degrees

Wheels

Front

Type: Ness
Size: 21-inch
Tire: Avon
Brake: Performance Machine/Ness

Rear

Type: Ness
Size: 16-inch
Tire: Avon
Brake: Performance Machine/Ness

Photos: Michael Lichter



1ST: PREVIEW CLASS

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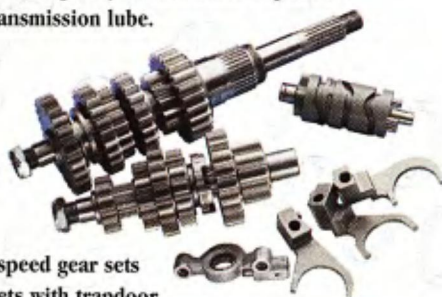
6-Speed Overdrive



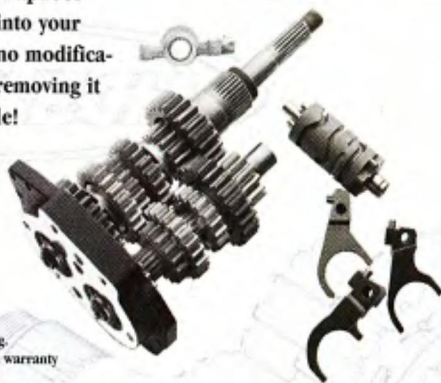
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one more than five**

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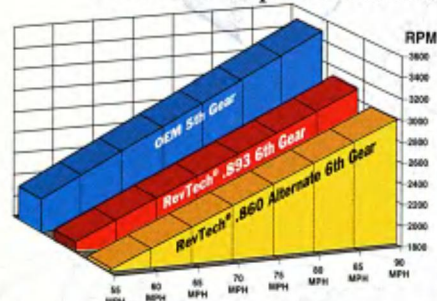


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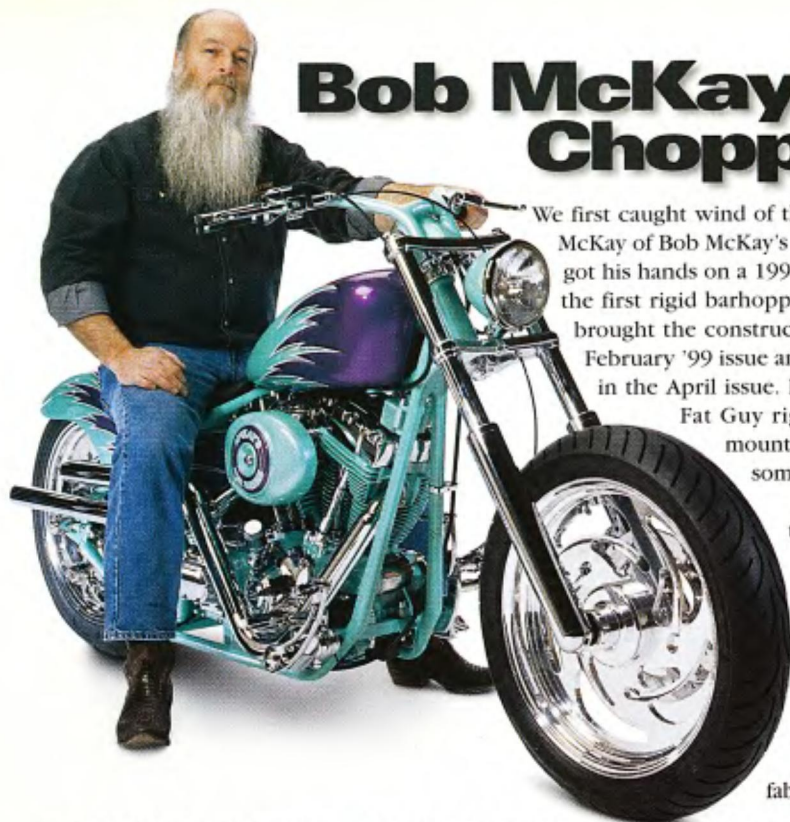
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Bob McKay's Twin Cam Chopper Revealed



We first caught wind of this Twin Cam custom back in November of '98. Bob McKay of Bob McKay's Harley-Davidson up in Shallow Lake, Ontario, Canada got his hands on a 1999 FXD and immediately took the engine out to create the first rigid barhopper with the new motor from Milwaukee. *Easyriders* brought the construction of this wild ride to the biker world back in the February '99 issue and finished the build-up process with another tech tip in the April issue. Bob began the project by selecting a Chopper Guy's Fat Guy rigid frame. Because he was dealing with a rubber-mounted power plant, Bob cut out the seat post and added some additional bracing of his own.

Bob modified the frame to accept some wide rubber in the form of a 180-18 Avon tire and final belt drive for smooth power to the back wheel. Once the motor and tranny were fit into this sleek frame, McKay mocked up some innovative pipes with the help of his friends at Samson. To show off that wide rear end, Bob chose a Jesse James rear fender, which was modified with internal struts to maintain clean lines for the chopper.

When it came time to fabricate a gas tank, →

THE WORLD'S FIRST FATHEAD CHOP JOB HITS THE STREETS







Bob knew no stock tank would do and created a long and wide chopper tank by slicing up several Sportster tanks, the back section of which was also split, giving a totally new appearance. Finally, Bob added a high-tech counter-sunk fuel fill. The small tachometer was mounted just ahead of the tank to go with the bare necessity theme. A special battery box was made for the Softail battery and electrics and then a custom solo seat was fitted for the low and lean look that every chopper rider knows and loves.

Throwing convention to the wind is an every day thing for Bob and so, once the bike was finished, it all came back apart for the green paint job. Yep, Mr. McKay isn't buyin' into the "green Harley is bad luck" scenario, and, actually, this Harley has been nothin' but good luck for Bob. Not only did he blow the

custom world away with this bike and another custom Dyna version of the Twin Cam at our Easyriders Invitational Bike Show finale in Columbus, Ohio, but Bob was honored at the event by having our crème de la crème bike show dedicated to his amazing talents. Bob McKay shows true innovation and one-of-a-kind customizing skill with this little barhopper. We can't wait to see what he comes up with next.

—Dave Nichols

Photos: Charles van den Ouden

Bob McKay's Harley-Davidson

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IN THE WIND

L A U G H L I N

—Mike Lichter, Laughlin, Nev.



Firefighters from Portland, Maine.

—Fred Maloy, UBM, Cumberland Co. Chapter, Westbrook, Maine



—Mike Lichter, Laughlin River Run, Nev.

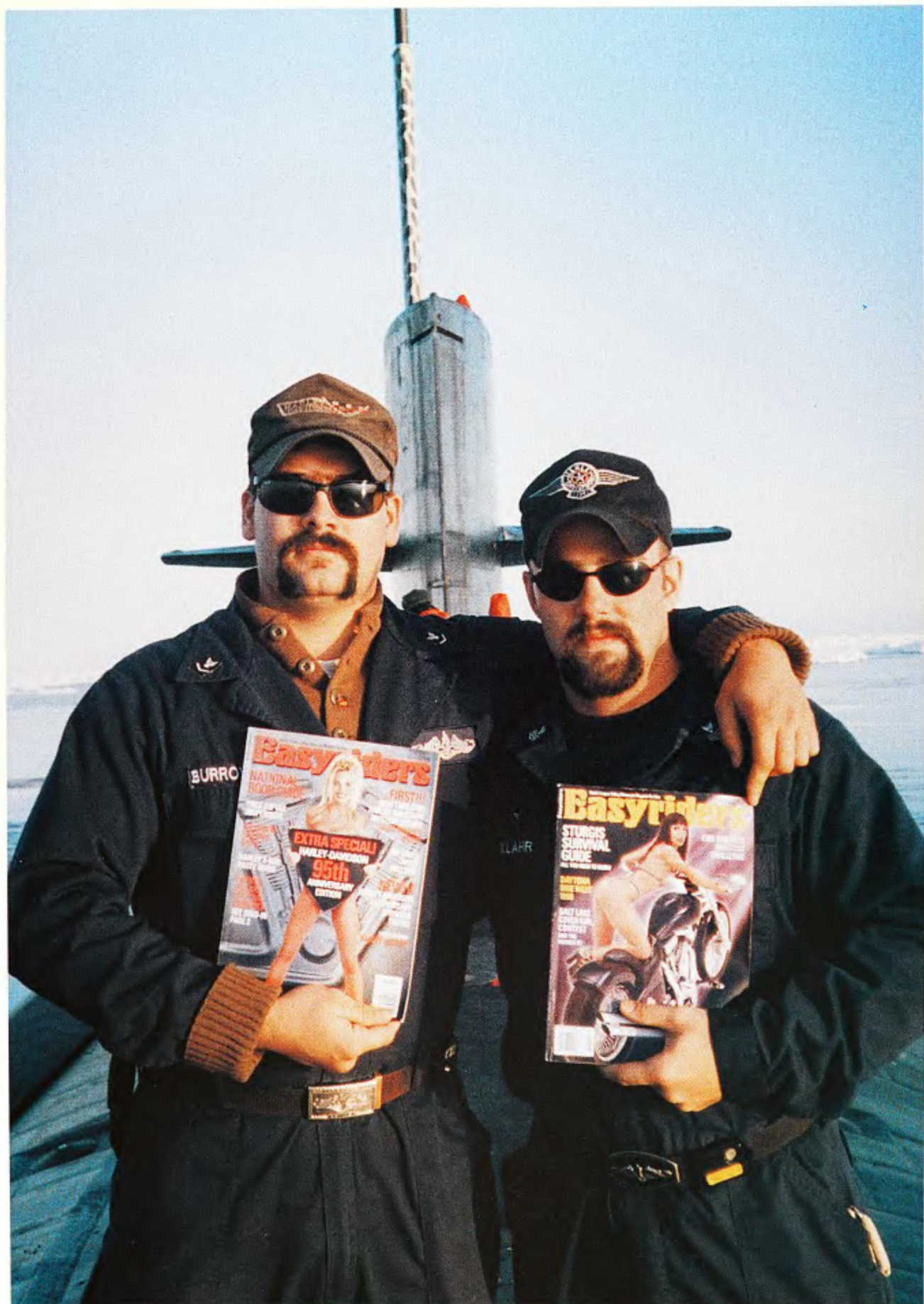


13,000 miles in two and a half months.

—Emmanuelle Abelly, Montreal, Quebec



Good air flow. —Don Craig, Martinsville, Ill.



Mike and Paul, doin' summer (August '98) at the North Pole.

—Paul Klahr, Honolulu, Hawaii



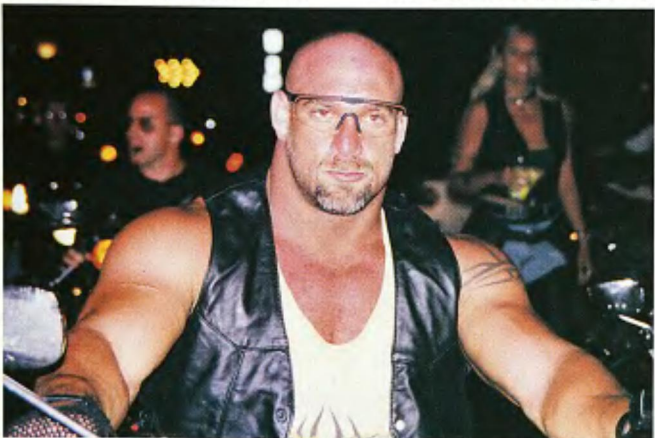
Harley nightlife in Glitter Gulch.

—Mike Lichter, Laughlin, Nev.



Went so fast her pants blew off.

—Thorsten Müller, Sturgis '97



Goldberg scouts his next victim.

—Randy Zupancich, Minn. Weasels



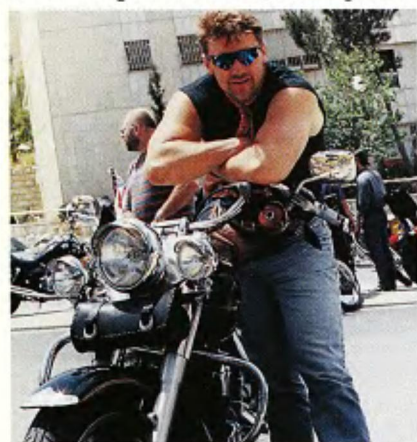
Biketoberfest filly.

—Bob Russo, Hallandale, Fla.



Christmas gifts in Canada, -20-degree "riding" weather.

—Capitaine Bonhomme, Verdun, Quebec



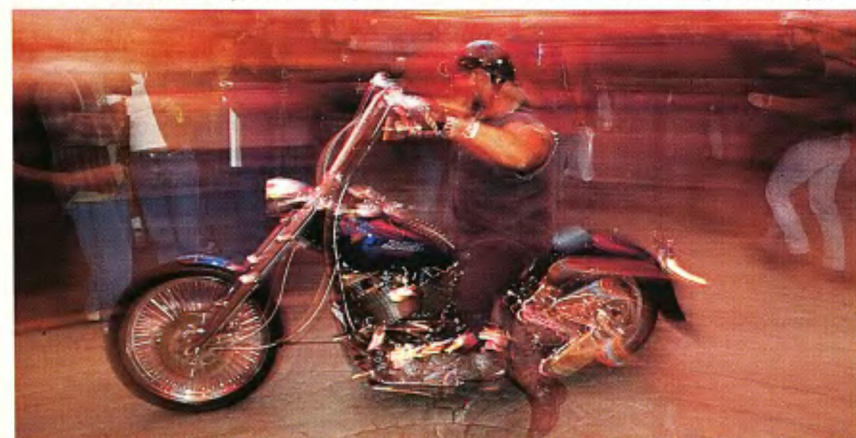
—Alex Bazilevsky, Jerusalem, Israel



—Grimms Free-Form Photo, Reeds Gap, Pa.



—Flash McGovern, Chillicothe, Ohio



Dizzy at River Run '99.

—Mike Lichter, Laughlin, Nev.



Bikers—a furry breed.

—Rock Ward, Tyler, Texas



Cassidy shiftin' an' driftin'.

—Joe Kid, Pacific, Mo.



Carolina gang at Boot Hill Saloon. —Michele Ellis, Fayetteville, N.C.



Never forgot.

—K'torr, Slate Hill, N.Y.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100



Stretch in New Mexico Badlands. —Dennis Kuykendall, Hobbs, N.M.

for every full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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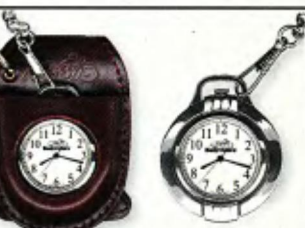


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Anything I might say—no matter how effusive and laudatory—about this jaw-dropping, stiletto-lean, blown-and-bored behemoth would seem inadequate against the reality of the scooter itself. I mean, take a good gander at this beast. First, one is struck by the bike's austere, minimalist appearance—a tiny seat bolted onto a jet-assisted locomotive. The effect on the casual observer of this almost brutal simplicity is ... well, menacing.

Blown Away

C H I L D ' S P L A Y

An understated juggernaut, the motorcycle appears to be going 100 mph just standing still. And those starkly unpretentious exhaust pipes look capable of shattering a case of beer two blocks away. In short, if this machine were a rodeo bull, it would be named "Widowmaker."

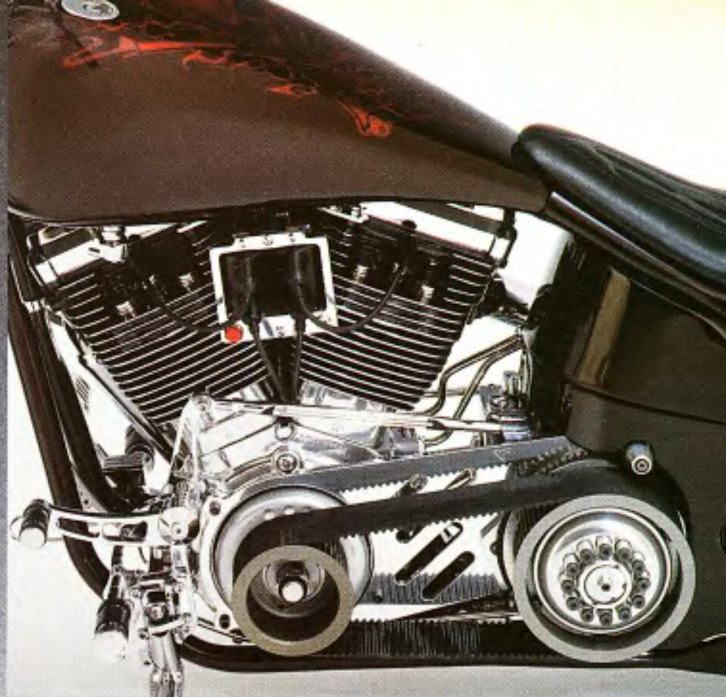
But wait (he said, lapsing into his annoying television infomercial voice), what if I told you this street screamer didn't roll out the door of a celebrated bike shop owned by some

bucks-up, superstar customizer with a large staff of specialists who crank out modified bikes like chromed and lacquered sausages? And then what if I told you that, to the contrary, this Best of Show winner at this year's Easyriders Bike Show in Pomona, California, was largely the product of a group of Yorba Linda street kids under the tutelage of a retired Texas oilman and veteran (35-40 years) bike rider? Now what would ya pay?



Yep, it's all true. Almost five years ago, Keith Drum, who holds the pink slip on this splendiferous superbike, noticed that a lot of the displaced and disillusioned local kids would drift over to his garage to watch him trick out his motorcycles. Eventually, he'd toss one a rag or a wrench, tell him to be careful, and allow the kid to get a taste of bike building. Some of them became proficient mechanics or painters, and each year Drum takes a group to an out-of-state bike show to widen their horizons even further.

Keith's generosity in providing these kids with the sort of attention and encouragement they never received at home has



made a significant difference in their lives, while simultaneously benefiting the local community. Nonetheless, he's characteristically modest about his efforts.

"It just seemed a natural thing to do," Drum says. "They needed a little direction and support, so I tried to share with them a little of my lifelong passion for motorcycles. The whole thing just sort of evolved by itself."

Amazingly enough, virtually nothing on this fire-breather was store-bought. Instead, the parts were picked up at swap meets, donated by other builders who discovered they couldn't

use some item they had acquired, and so forth. And in case you were wondering, the bike was built in reaction to a trend Keith noticed. "At the shows," he says, "a lot of people were winning with pastel-colored Softails. We're basically hot-rodders, so we sort of gave it our special twist—a darker-colored Softail with a monster mill."

A final word for all you moneybag customizers: Aren't you ashamed to toss away all that cash when these kids can build a show winner with simple items found around the house?

—Torque E. Mabda





Owner:.....Keith Drum
City:.....Yorba Linda, California

General

Fabrication:.....K.D. Customs/
 Dog Crew

Year/make:.....1998 H-D

Model:.....Softail

Assembly:.....K.D. Customs

Chroming:.....Breitside Chrome

Engine

Year/model:.....'98 Evo

Rebuilder:.....K.D. Customs

Ignition:.....electronic, single-fire

Displacement:.....114 cubic inches

Lower end:.....Hyperformance

Pistons:.....Hyperformance

Cases:.....H-D

Heads:.....K.D. Customs modified

Cam:.....Hyperformance

Carb(s):.....Magna Supercharger

Pipes:.....K.D. Customs

Modifications:.....Hyperformance
 balancing, lifters

Transmission

Year:.....1998

Modifications:.....Andrews

backcut gears

Frame

Year/type:.....1998 modified Softail

Builder:.....H-D

Shocks:.....modified Harley

Modifications:.....1-inch rake,

1-degree stretch

Paint

Molding:.....Rob's

Painter:.....Rob

Color/type:.....red pearl/blended mix

Special paint:.....Rob

Accessories

Bars:.....Carlini/K.D. Customs

Handlebar controls:.....Carlini/K.D.

Customs

Forks

Type:.....wide glide/Phantom

Builder:.....K.D. Customs

Wheels

Front

Type:.....Boyd's

Size:.....19-inch

Tire:.....Dunlop

Brake:.....Billet Concepts

Rear

Type:.....Boyd's

Size:.....18-inch

Tire:.....Dunlop

Brake:.....Billet Concepts

Photos:.....Raiko Hartman

Fenders:.....Rob's
Headlight:.....Billet Concepts
Taillight:.....K.D. Customs
Dash:.....gun and rose mural
Pegs:.....Billet Concepts
Foot controls:.....Billet Concepts
Electrics:.....K.D. Customs
Gas tank:.....K.D. Customs
Oil tank:.....hidden
Oil system:.....billeted hard lines
Seat:.....K.D. Customs
Mirrors:.....well-hidden
Grips:.....Billet Concepts



BEST OF SHOW:
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FoxHunt

Meet April's Winner

The bead-bearin' babe lookin' at ya either just got back from a Mardi Gras parade or she just got shagged on the set of *Austin Powers*. No, turns out it's the extremely healthy Valerie, your choice as the monthly winner of the Fox Hunt from Da Bronx, as in New York. She's a '90s woman with a head for the future, as well as instincts for business. Flicks of Valerie in various stages of undress, full-dress, and redress from East Coast events like Laconia and Easyriders Bike Shows and Rodeos have skipped across our photo editor's desk for years. She'd entered both Trophy Girl and Calendar Girl competitions ... alas, she was always a bridesmaid and never a bride. That is, until she entered the Fox Hunt and put the vote to the brotherhood. This former office manager plans on modeling more and perhaps becoming a flight attendant ... anything that piques her sense of adventure and gets her traveling. Travel your eyes to page 99 for a gander of Valerie on Julian Seaman's EL/Shovel.

—Ben Doverdabl



Anna—Florida

#901



Danielle—Quebec, Canada

#902

"My first experience riding a Harley was exhilarating ... Freedom!"

"The best feeling was the vibration and the sound of the straight pipes. It gave me shivers."



Diana-California

#903

"It set the tone for the rest of my life. Only one other thing surpasses it: a ride on a good man!"



Kelly-New Jersey

#904

"My first ride on a Harley got me so-o-o-o hot and wet that it keeps me coming back for more."



Kimberly-Kansas

#905

"About two years ago, my boyfriend and I rode nude out in the 'great wide open'. Let's just say I have a free spirit."



Tasha-Ohio

#906

"I was at a Laundromat in the dead of winter and my friend Randy pulled up and asked me to go for a ride."

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #315 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes August 1, 1999. The voting deadline for this month's crop of cuties is August 31, 1999. We'll print the winner in the January 2000 issue.



Here she is, bros, the May 1999 winner in our monthly Fox Hunt, Lisa, #501, from Peoria, Arizona. See more of her next issue.

315

FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
91376-3000

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Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Full Nude _____

Model's Signature _____

Photographer's Name _____

Address _____

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Photographer's Signature _____

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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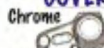
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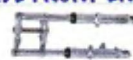
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EASYRIDERS minneapolis OPENHOUSE

What's more fun than a ferret down your kilt or packing your pants with wet pasta? In a recent survey by small rodents and mollusks, Easyriders of Minneapolis has been found to be more unbridled fun than both the ferret and the pasta combined. Yes, the mind reels.

This mega-moto-mall of pleasing products for your putt opened for business in early August of 1998 and held their open house a month later, just to confuse people. No, actually they did it to give their customers a warm welcome and an idea

of what they were all about. Owner Joe Pietrafitta and his dedicated team raced to get the store ready on time for the big shindig. Looks like they did a swell job too, since hundreds of folks rode in to celebrate the Grand Opening, check out the new digs, and frankly, to get free food and music.

A live band was hired to entertain the crowds (which, believe me, is a lot better than a *dead* band), there was plenty of chow to keep everyone satiated, and there was a wide selection of liquid

refreshments to keep them from shriveling up under the notoriously savage Minnesota sun. Most of us Californians picture the state of Minnesota shivering under a thick blanket of snow and ice. This may be true in the winter time, but let it be known that summer brings great riding weather in the area, as these pictures can testify. After months of dormancy, many local women tend to shuck their jeans at the drop of a Milk Dud in order to be more appealing for our cameras.







With 12 permanent employees, Easyriders of Minneapolis is ready to serve you six days a week, from 10 a.m. to 10 p.m., and from noon to 6 p.m. on Sundays. The store's showroom is overflowing with Easyriders Roadware clothing for men and women, including T-shirts, dress shirts, and a wide selection of leathers (from range-fed cows, lightly killed for just this purpose).

If soft goods are not your thang, check out the store's hardware instead. There are plenty of new bikes to choose from, as Easyriders of Minneapolis carries current models from manufacturers like

American Eagle, American Ironhorse, CMC, Pure Steel, Titan, Ultra, and, yes, even Royal Enfield!

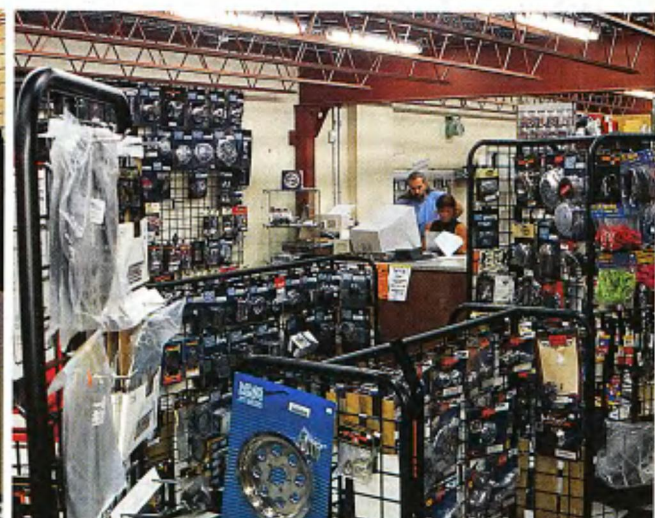
Easyriders of Minneapolis will keep all this machinery running happily by performing regular maintenance in their fully equipped shop. If customizing is the way you want to go, just select your favorite accessories from the store's large inventory and get them installed on the premises (or on your bike). Of course, if you want to get into more serious modifications, the guys in the shop will be happy to tear into your scooter, or even build you a new one from the frame up.

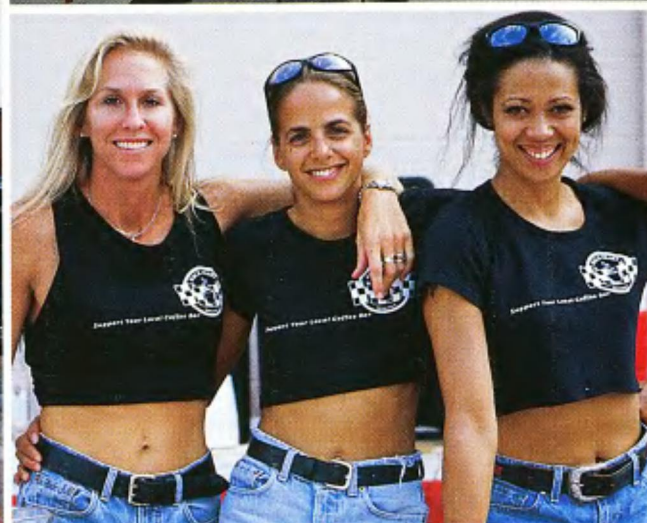
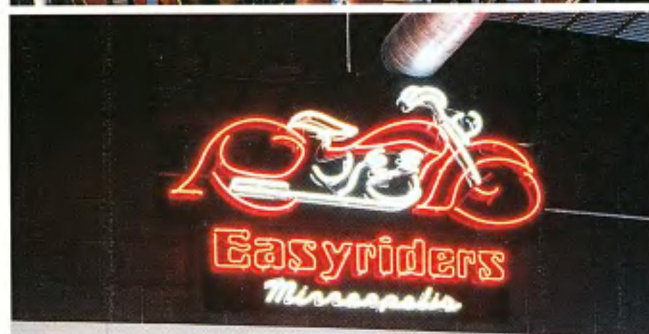
The shop also rents Harleys. For a reasonable fee, you can head out on the highway on any H-D model that makes your putter sputter.

Future plans include a state-of-the-art tattoo studio staffed by artists who'll burrow ink into your skin with fiendish glee. What else could you ask for? Maybe you'd like to know how the hell to contact these fine folks. That's easy:

—Seymore Putz

Easyriders of Minneapolis
904 19th Ave. South, Minneapolis,
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Photos: Pam Proctor

SPORTS ACTION

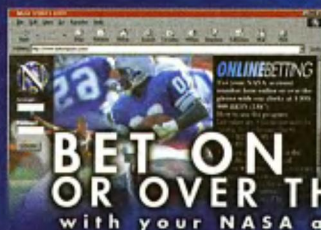
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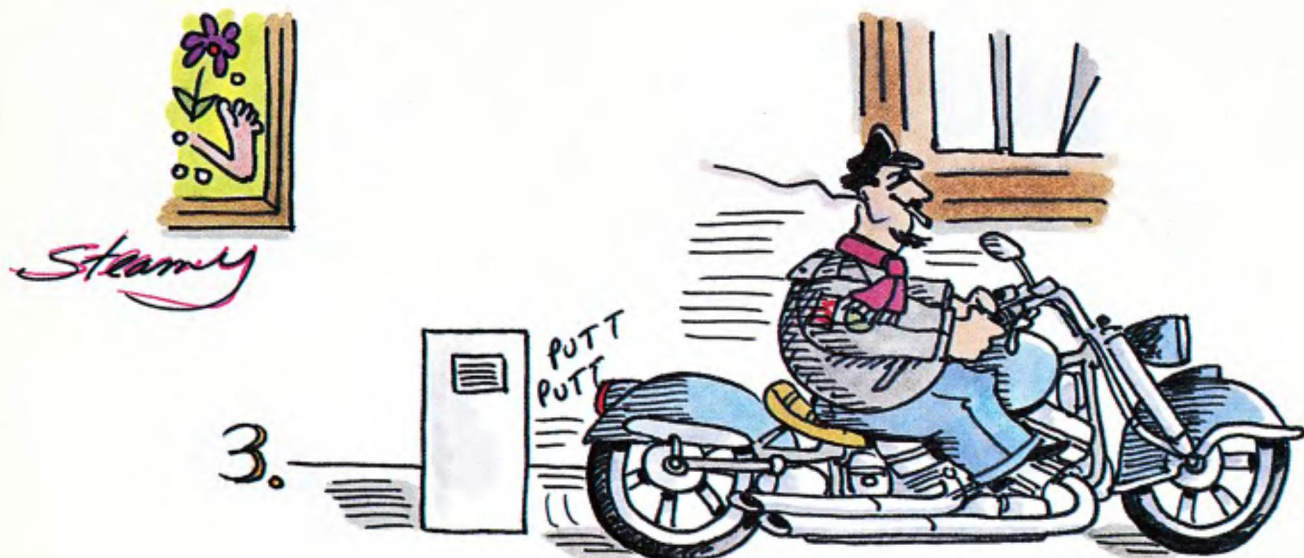
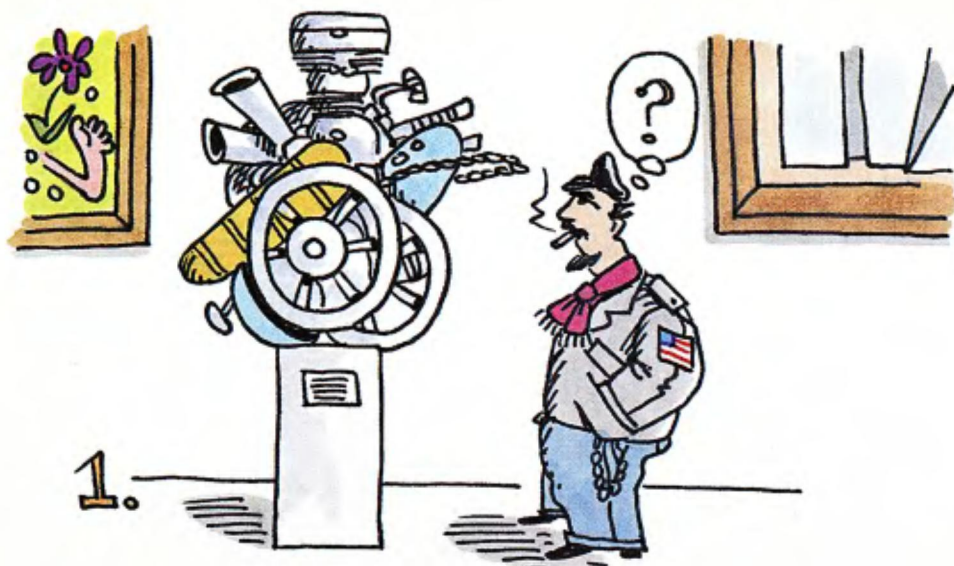


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Big Dog



PITBULL

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rigid frame; 41 mm telescopic
forks; chrome laced wheel
2.15 X 21 / 60 chrome laced
wheel 5.0 X 16.

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inch V-twin; 5-speed
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coil-over shocks, stretched
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18" laced wheels.

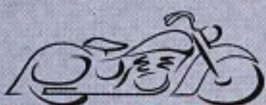
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WIDERIDER

88-inch S&S V-twin; 5-speed transmission; wide drive frame with dual coil-over shocks; stepped seat; wide track forks; 21" / 16" CMC laced wheel.



Confederate



HELLCAT ROADSTER

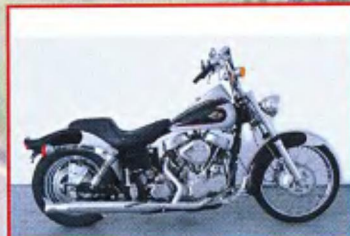
113-inch V-twin; 5-speed transmission; Confederate design frame; single seat setup; Paioli inverted forks; Works rear suspension; ISR full floating brakes.

AMERICA GT

113-inch V-twin; 5-speed transmission; Confederate design frame; rider and passenger seat; Paioli inverted forks; Works rear suspension; ISR full floating brakes.



Panzer



PANACRUZ

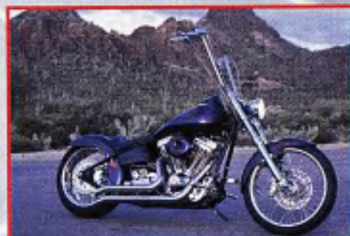
Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; Jenkins rubber mount frame; Panzer hydraulic, wide track forks with billet clamps; laced wheels.

TOURISTER

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; nostalgic fenders; Jenkins rubber mount frame; wide track forks with nacelle headlight; laced wheels.



Pure Steel



STILETTO

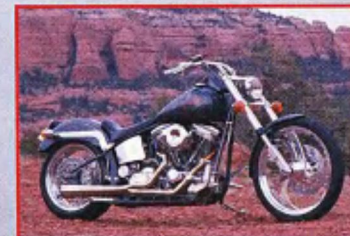
S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel rigid frame; stretched fuel tanks; wide track forks with billet clamps; laced wheels; 11.5" disc brakes.

SABER

S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel frame with dual coil-over shocks; stretched tanks; wide track nostalgic forks; 17" laced wheels; 11.5" disc brakes.



Titan



GECKO SX

96-inch V-twin; 5-speed transmission; tubular frame with adjustable torsion bars; inverted forks; 13" floating disc/ 11.5" polished stainless steel disc with PM calipers.

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It'll getcha in trouble...



Julian Seaman is no stranger to the credos of leather and chrome. Good thing, too. Had he zoomed by Gary Fuller that fateful day, out of gas on the side of the road astride his bad-ass chopper, the Pan/Shovel before you might never have come to be. These pages would be featuring SOGB (Some Other Guy's Bike; acronyms are raisin pie for the cerebellum).

...and that ain't such a bad thing.

These days Gary works part time for Julian in his shop at Hog Heaven. Therefore, our serendipitous tale begins with the good Mr. Fuller's recollection of how events transpired. An acquaintance had a killer Pan/Shovel, who sold it in a salvageable state for small change. Gary pushed it up the street to his garage and stripped things down. The frame, engine, tranny, oil tank, and back wheel were about all that stayed around for part two.

Gary filled "about 100 holes" on the 1948 rigid wishbone frame, replaced numerous stock tabs, and molded the whole nine yards himself. He then swapped the ratted-out front end and some cash for an FL, complete with tin covers. After chroming the lower legs and shaving the brake boss, Gary directed his attention to the motor.

The Pan lower end stayed as it was, with a 4 3/8-inch flywheel stroker setup, but both Shovelheads' intake ports were busted from a previous and rather torque-inducing encounter. Gary snagged a good-to-go pair from Newton Cycle. After that, a new set of pistons, a







cylinder bore job, an Andrews A grind cam, and a lively S&S E carb (with a KuryAkyn HyperCharger air cleaner) were about all the powerplant needed to be sittin' right and ready. The 1948 H-D tranny (with a Barnett clutch setup) received a skull from Sturgis for the jockey shift headpiece, and the primary went from chain to a Primo three-inch belt set.

Regarding the paint: to get that marbled finish, Gary laid down a base coat and let it dry for about 30 minutes. He then laid the marbled goo and left it alone for a minute. Next, he applied a layer of plastic wrap, which he and his sweetie Lynda Glover carefully peeled off. It actually lifts part of the marbled off, providing the much-desired but easily-screwed-up-if-not-done-oh-so-carefully look. He clear-coated the marbler, and it was ready to receive its fearsome flames.

Those only took eight to 10 hours to tape off, followed by paint and a dozen coats of clear (drying 30 minutes each). Julian actually added more clear after entering the bike in an ABATE bike show in Topeka. Gary won first place in what we are now calling the Partial Paint Job Class.

Lynda also redid the leather on the Drag Specialties seat by shaving two inches off both sides and tapering it to

the front. The recessed license plate holder took Gary four nights work, and the internal fender struts ate up a couple of weeks on top of that.

By the time Julian got a hold of the bike, it was, through his eyes, a nearly perfect chopper. All he changed were the Heritage bars to apehangers, the front end fender to a Fat Boy, a Dyna dual fire ignition with a modified billet points distributor, and he went with an open primary and swapped the Wildwood brakes for a JayBrake setup.

The result: a chopper that'll cruise at 80, roar at 110, ride with the front wheel off the ground at a mere burst of throttle, and do burnouts with ease. It'll also toss you over the bars on a misplaced kick.

But like a chance to gander at the lovely Valerie, this month's fabulous Fox, firin' Julian's '48 Pan/Shovel is the kind of trouble worth riskin' any day of the week.

—David Aldridge





Owner: Julian Seaman
City: Emporia, Kansas

General

Fabrication: Gary Fuller/owner
Year/make: 1948 H-D
Model: EL
Assembly: Gary Fuller
Chroming: Olathe Electro-Plating
Engine
Year/model: 1948 EL lower,
 1967 Shovel upper
Rebuilder: Gary Fuller
Ignition: Dyna dual fire,
 billet distributor

Displacement: 80 cubic inches
Lower end: S&S
Pistons: S&S 9:1
Cases: stock
Heads: H-D
Cam: Andrews A grind
Carb: S&S E
Pipes: Paughco upsweeps
Muffler: Bartels'
Modifications: 4 3/8-inch flywheel

stroker setup, balancing by
 Newton Cycle, Newton, Kansas,
 KüryAkyn HyperCharger

Transmission

Year: 1948 H-D
Modifications: later model
 ratchet top, Primo 3-inch belt
Shifting: suicide

Paint

Molding: Gary Fuller
Painter: Gary Fuller/Lynda Glover
Color/type: ..purple/House of Kolor,
 DuPont clear
Special paint: ..marbleizer, flames,
 Gary Fuller

Frame

Year/type: 1948 wishbone
Builder: H-D
Modifications: shaved tabs

Accessories

Bars: Drag Specialties
 apehangers
Handlebar controls: H-D,
 '72-'81 style

Fenders: Fat Boy front, Ness rear
Headlight: Drag Specialties
Taillight: Hog Heaven/Gary Fuller
Dash: Ness
Speedo: Drag Specialties
Pegs: H-D footboards,

Drag Specialties rails
Electrics: Hog Heaven
Gas tank: Midwest 6-gallon,
 aircraft caps

Oil tank: Custom Chrome, Inc.
Oil system: S&S
Seat: Drag Specialties, modified
 by Lynda Glover

Mirrors: Alley Customs
Grips: Alley Customs

Forks

Type: 1973 FL
Modifications: 2 inches over,
 Hydra Glide tin covers

Wheels

Front
Type: H-D
Size: 16-inch

Tire: Avon
Brake: JayBrake
Rear

Type: H-D
Size: 16-inch
Tire: Avon
Brake: stock drum

Photos: Michael Farabaugh



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Captain For Dark

BIKER HERO TAKES A FREEDOM RIDE

In the darkness,
they searched for moving
shadows. Their muscles
ached with fear.
Embracing any amount
of faith that they
had left, they hoped for
something, or someone, to
keep them warm and
sane ... someone who
would feed their
malnourished hearts. That
person arrived very soon,
dropping in through the
clouds above.

By chopper, Floyd "Shad" Meshad arrived to the soldiers of the Vietnam War. He was taken there to aid them, not physically, but mentally ... to mend their minds. He was a Medical Service Officer, whose job was to counsel those in trouble. He was to analyze them and determine where they should be placed in the field and whether or not they were mentally capable to fight. Basically, if their minds were not functioning clearly, their bodies would not follow.

At the end of the day, Shad was flown out to spend the night somewhere safe. He slept wide awake. The stories from the soldiers flooded his conscious. He envisioned their journey at nightfall into the forest. These kids were ordered to search and destroy the enemy, to disregard their inner feelings, and focus on the kill. All along, the real enemy was their inner voice ... reminding them of home ... reminding them that their girlfriends had given up hope. It was eating them alive.

To this day, the scars of the war are hidden deep inside the souls of its veterans. The psychological damage was predictable, but its long-term effects were not. The Vietnam War is a black mark in history books. The new generation is unaware of it, and all others cringe at the sound of it. No one wants to hear of its horror.

For many survivors, it is impossible to erase memories and build a future. Leading the American Dream of building a home and raising a family is a fantasy. Those veterans who have found help with Shad are making the fantasy come true.

Shad returned home after the war and knew that there would be emotional angst in the air. For him, a quick hop on his Harley was an easy escape from the heart-wrenching memories. He knew that for the returning soldiers it was not that simple. He felt in his heart that something had to be done. In 1971, the post-war healing began.

That year, he started the Vietnam Veterans Resocialization Unit at the Brentwood (California) VA Hospital. This was the first unit created within the United States to specifically aid Vietnam vets with their readjustment to society. During his eight-year duration at the hospital, Shad and several of his colleagues studied what is now known as Post Traumatic Stress Disorder, or PTSD. They educated the Veterans Administration and the Congress on this program.

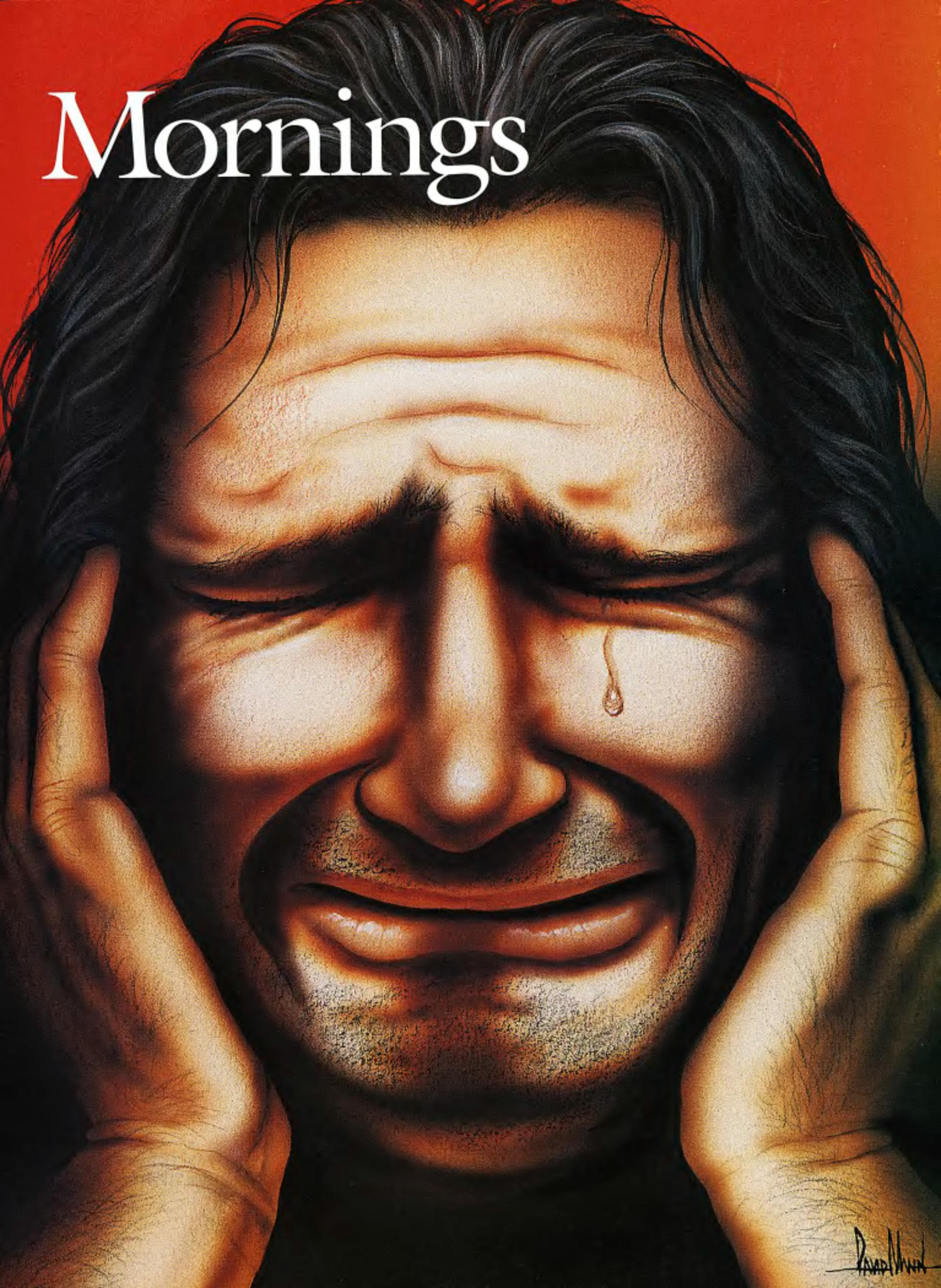
In 1979, he pioneered the nationwide Vet Center Outreach Program. Two hundred more of those locations have opened since then and are going strong. This fall, the program will be celebrating its 20th year. In 1979, he also influenced Congress to pass the National Vietnam Veterans Readjustment Bill, titled public law 96-22. This bill was the legislation for the vet center that advanced the setup of the readjustment program centers. He was one of the national directors for that program for seven years.

Since that time, Shad has received numerous awards and recognition for his efforts. He published a book about his time in Vietnam, called *Captain For Dark Mornings*.

In 1985, Shad started the Vietnam Veterans Aid Foundation with a founding Board of Directors. Here, veterans and their families are offered assistance through a toll-free telephone number. The name was changed in 1992 to the National Veterans Foundation (NVF), but its mission is the same. Now veterans from all wars, not just Vietnam, will be offered assistance and referral information. Currently, 150,000 veterans and their families are being served with assistance each year. This particular service became more imperative with the emergence of the Gulf War Syndrome.

Being a Harley enthusiast, Shad loves the feel of a ride. He has attended many rides and has met a variety of bikers across the globe. He has organized charitable events for his foundation, including numerous concerts with his close friends, the Doobie Brothers. The band's drummer, Keith Knudsen, contacted the NVF to help with their cause. Knudsen and Shad clicked instantly when they shared their similar situations and feelings about the war. Neither of them had to fight in Vietnam. Shad was serving in the medical sector; Knudsen avoided the draft by burning his card and not being caught. They felt very lucky and wanted to help those who had to go to battle. The band and their manager, Bruce Cohn, have been supporters of the foundation and continue to hold events to raise funds.

Mornings



David Laundy

During his work for the NVF, Shad has had another vision. He wants to organize a "Freedom Ride." Ideally, this ride will include thousands of riders. It will end with a huge concert of celebration to acknowledge the efforts of those veterans alive today—those who have given their hearts and souls to our country. It will celebrate life and express it through music and dance. Plans for the ride are in the making. When it is set in stone, advertising will be in full throttle.

Most of the benefits held for war veterans are filled with sadness, as people mourn those they have lost. Not only would this ride be a remembrance of those who have served, but be a lively gathering of those who are here today. At the ride, the NVF will make it clear that there is a toll-free, person-to-person telephone service available for anyone who needs it. Currently, that assistance is only available during the week from 9 a.m. to 5 p.m. (Pacific Standard time). The goal of the NVF is to hold the ride and raise enough funding to have that help available every day, 24 hours a day. This is vital. On a Saturday night, when a vet from the Gulf War calls in with a problem, he will reach a live voice. When a Vietnam vet cannot find a warm place to sleep, he can call the toll-free number and reach a person, not a recorded message. Help is needed 24-7, not just on the weekdays. The funds from the ride will make this happen.

We conducted an interview with Shad Meshad to find out more about his life and his visions.

ER: What made you want to dedicate your life to aiding the veterans? Did something happen to you emotionally that made you want to do this?

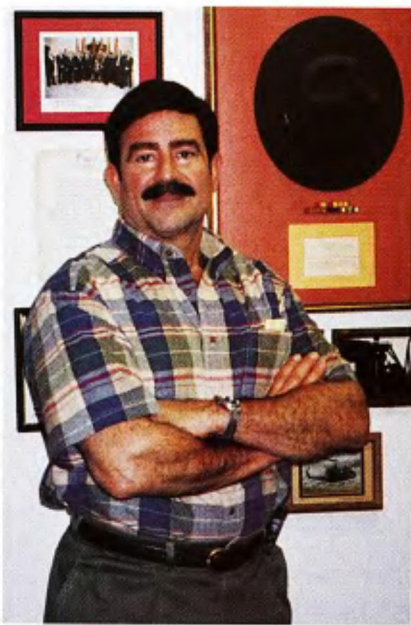
Shad: I was one of the commissioned officers allowed to go into graduate school. I got a scholarship to go. It was right in the middle of the war in 1966. Luckily, God's blessing put me back into school and all of my class went on to more advanced training. They were in Vietnam during the middle of my graduate year, dying or getting blown up.

When I graduated, I transferred from a Second Lieutenant Infantry to a captain in the Medical Service Corps, which was the professional health care branch. This took me out of the combat role. The average life span of a lieutenant, a platoon leader in the field, was 60 seconds. When they calculated it, that was how long they lasted. I was lucky, being transferred out of the combat role and into the medical role. That is the first part of the answer.

The second part is about when I was in Vietnam and I was flown in to these areas to listen to these stories and watch what these

human beings had to do. These high school graduates who were 18 and 19 years old. When I saw what they had to experience, every second of every day, and realized that I didn't have to and realized how they were treated ... all of the chaos, all of the inequity and all of the unfairness. I got pulled out so many times when I looked into their eyes and it was like leaving hell and going to paradise. It was an abandoning feeling for me, if you can understand that. Here I am, counseling them and saying that I hope they can get through the night ... telling them that whatever they see, I hope that it doesn't mess up their mind for the rest of their lives.

I would do that several times a week. I would go there and then lift off out of the heat and the smell of the bullets and the artillery and grease and blood and plasma



and stuff. It's like you are in this Dante's Inferno, and then you lift off and all of a sudden you're up in the clouds. There is a sunset and no sound. You fly up above hell and end up being somewhere real sterile. All of that combined. It was unbelievable. I will never forget. It's been imprinted in my mind.

And then, those who came back that didn't lose body parts, all of them had to come back and have their country and their peers turn their backs on them. It's just too much for any human being to handle. I didn't have to do what they had to do. I had my education behind me. I got to get this close and see what it was like, but not have to participate. Being a medic, I knew that the guys who survived would need more help when they got back. Once they are back, all of the chaos is compressed in here (motioning to his head). Then the guys are looking at their peers who have gone on and have degrees in law school or medical

school and they won't talk to them. They look at them like they were child molesters or something when really all they did was do what John Wayne and all of the other greats did. They went off for their country and to the other side of the earth and fought the impossible and came back and now they are garbage. I knew this was going to happen before I came home. And it has never gotten old. I have watched them go from nineteen to their mid-50s. I don't care about denial. If you hope and pray for it to go away, it won't.

ER: Tell me more about your duty during the war as a counselor and how you were flown in.

Shad: Most of the time, I flew in and out of fire bases, stand down areas, being where the combat troops would come in and chill for a few days—the Battalion Aid stations, which were like medic stations out in the field. I flew in wherever. There were troops gathering and they would have a place for me. I was the social work Psychology Officer and Army Captain Medic Service Corps. I was a rare bird. There were very few of us.

The Company Office Commander would go up to the soldiers to see who had problems, someone who was breaking down or cracking up. You have to realize that these people were 18 and 19 years old and the problems ranged from girlfriends breaking up with them, all the way up to homicide. It was a war zone and I would evaluate them. I would evaluate everything from a young guy with a Dear John letter who wanted to kill himself, or someone who had just had his best friend blown away next to him on a patrol that night.

I dealt with what was called combat shock. This is when they are just tripped out, just stunned, just dysfunctional. In a war, you have a pretty disturbed memory. I would suggest either leaving them with the unit, evacuating the guy back, or sending him to the rear. Whatever the situation, I would retrieve him back into an area where they could have more diagnosis.

ER: What disturbing situation do you recall most?

Shad: I would be inside of my hooch, or tent, with about 50 people outside. Sometimes, the captain would come in and say, 'Look, I don't want to lose this guy; he is really good. But apparently, his girlfriend sent him pictures of her making love with his best friend in 12 different positions and flipping him off at the same time. Now he wants to go back there and blow them both away.' I saw those pictures. It was horrible. She got into the peace movement, and all of a sudden he was the bad guy. I would have to make a decision if he stayed, was

reassigned, or sent back. I told them not to give him emergency leave. I wanted him to stay there with us for long-term counseling. The commanding officer said that they deserved to be blown away. They sent him back, and to this day I still don't know what happened.

There was anything and everything. If a guy freaked out and started shooting up his area or something like that, we would put him into the ward and medicate him. We'd observe him and take him out of this crazy situation.

ER: Who decided where the troubled ones would go? Where would they go?

Shad: It was a real Catch 22 situation in some ways. There were guys who didn't want to be in the unit they were in. We would have some commanding officers say, 'Hey we don't want him here because there are lives at stake.' And then some officers would say, 'He isn't going to be a chickenshit; he is going to stay here.' A lot of times, they would sit there and the guy would either be court marshaled or counseled and then court marshaled because he refused to serve.

ER: So how were the relations between everyone?

Shad: There was always this thin line of who was manipulating who. By 1970, no one thought we were saving America from communism. Why would they want to go up on a hill just to get their legs or arms blown off? Why would a guy want to walk through land mines and booby traps? So, the morale was one of the major problems that I was dealing with on a daily basis. By 1970, we had major drug problems, racial problems. The morale was so bad that everybody was looking for somebody to be the bad guy.

ER: How did it all end with such horrible morale?

Shad: By the end of it all, it was just all politics. Another 30,000 of us died because they just didn't want our egos to look bad. It was like we didn't matter. Just like throwing a paper into the trash. It has no value, but, we can recycle it. How do we recycle a man's body, spirit, and soul? How do we look at the future without an attitude? That is what we faced.

ER: Do you support the idea of war now?

Shad: From my perspective, war is man's inhumanity to man. It's just crazy. I believe in protecting yourself. I have no problem if someone brings war to me and I need to defend my country. What we need to question is, is it a threat to our freedom and whether or not we are going to be there for them when they get back. We receive a lot of the calls from men who were in the Gulf War, the Three Day War. Some are from the men who had to ride half tracks through hundreds of thousands of charred Iraqi bodies,

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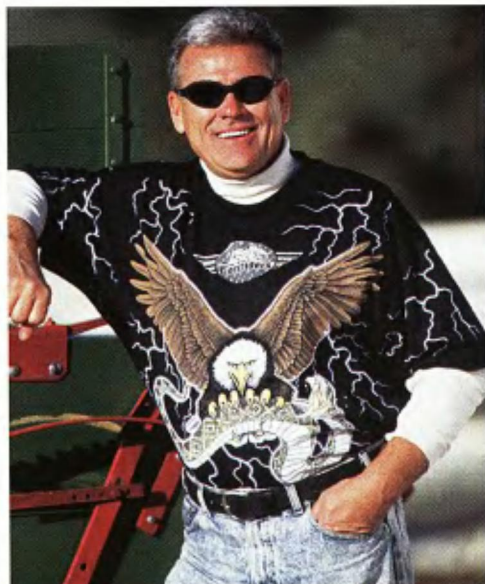
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melted on tanks and melted by all these smart bombs. They had to pick them up, like having to pick up road kill and put the pieces of sludge of human form into bags and bulldoze over them into the desert. They were dealing with all of that trauma and they were not even in direct combat. They were medics that came in to look and they could not believe it. It looks so good on the television. There is no one getting blown up or dying. No one knows what it is really like. I meet guys outside of the war who tell me that we should have gone and blown them all away. Then one of those guys has a bullet fly by their face. Their whole attitude changes. Their lives are changed.

ER: Do you think that the media should have told the truth during the Vietnam War?

Shad: I think the media, in a lot of ways, started to. I think that is one of the reasons why it ended. I think that is what spearheaded the war protest, the media and the famous lighting of the hooch and burning down the village with a Zippo lighter. But finding a whole village of women and babies just slaughtered in a massacre ... how does that win in the war? What were we trying to do? I think the media, in some ways, really exposed it to America every night on television. Because television and the media, coupled with the anti-war protest, ended that war.

ER: How do you think others view the Vietnam War now?

Shad: Vietnam is like a dark spot today to the high school and college students. They are not really sure if their uncle was in it or if their father was in it. They have no concept of what this legacy is about. How does it relate to us today? Does Vietnam still affect the mentality? Most of the Vietnam-age people are running the country. Clinton and all the people who are in office. Where are they going? Why do they think the way they do? Eventually, different people are going to be in that same position and they are not going to know the history. There is a famous line that is in a book about World War II and the Holocaust: 'Unless we review it, we will repeat it.' You know, we could have another Vietnam. They will say, 'Let's go in there, throw about 30,000 young guys in, and we will support it and it will look like America is really there.' There is no focus and no idea of what it is like to lock and load and go. Because when the war machine gets there, its mission is to search and destroy. That is its mission.

ER: After all these years, how are many of the veterans feeling psychologically?

Shad: It's just insane, but that's the way it is. A lot of people have chatter in their heads and they cannot get on with their lives. With that, they can't get married and have a fami-

ly. All that American stuff. They have a lot of preoccupation with that whole imprint of those moments. I spent a lot of time in that and saw a lot of horrific sights. Then they were supposed to come home and get on the bus and pretend like they went camping or something. They're home now, so everything is cool, right? It's too bad that we don't have a computer chip that we could just pop in our heads and start over.

Some cases may be that a vet from the Korean War is having horrible nightmares and cannot deal. Or a Vietnam vet who can't see anymore or is homeless on the street. The person may be drinking himself to death or has been through three marriages or has not communicated with his kids ... a whole number of things.

ER: What does your foundation do for these veterans?



Photos: from Shad Meshad

Shad: Our whole focus is to help those who are struggling to reintegrate back into society. They are like ghosts. Most of the phone numbers that they would call for help have recordings on the other end. How are they going to get help? There is no person listening to their problems. Our foundation is one of a kind. Our primary mission is this: to provide a person-to-person service to them, their families, and their children. We get people started on the right track by having a real person tell them what is going on. We are a live voice and we direct them to somebody who they can sit in front of, whether it is a benefits officer, or a homeless project, or a counselor at one of the vet centers across the United States. There are places to go and sit. A lot of the time, they don't even know what they want. We ask them what they need and send them to it.

ER: Would you want to do a motorcycle ride to raise funds for your foundation?

Shad: I've had that vision for a few years. We have had many members of different groups approach us, but we have never had the person come to us. In hopes of this article, if they read it, the veterans will know the particular material that sepa-

rates the foundation from other veteran organizations. We are a foundation and not a membership organization.

Because so many of them ride for different causes, whether it is to ride to the Vietnam Wall to remember the dead or whatever. The thing I always say about our foundation is that we are about the MIAs—the Missing in America. We are not the Missing in Action or the Prisoners of War, because there are plenty of great salutes to those individuals. Yet, we need more for the Missing in America. As a result of this article and the ride, the veterans will know how the NVF differs from other veterans organizations worldwide.

ER: If you were to organize a ride, how would you want it to be? What would be its mission?

Shad: There are two visions I have. I would like to do a ride for the Missing in America and those who are struggling with their families and children.

I would like to have, what I would call, a "Freedom Ride." The theme of our foundation is "Freedom Forever." I believe it is really what we went to the wars for. To ensure freedom and the rights of freedom.

We could do a ride that ends with a "Freedom Concert." It would be a major ride ... into Los Angeles or New York or Washington ... where there is a concert with songs of freedom. Whether we could get Springsteen doing, *Born in the USA*, or get five or six major groups in on it. I think that the whole concept of rocking music for freedom and dancing expresses the feeling of freedom itself. Everybody expresses it in different motion. You can't be angry and dance; it doesn't work! I want to do something different from just saluting and mourning those who have served. I want a ride to help those who have paid the costs and are struggling to find their own readjustment into society.

I envision this ride to end somewhere like the Rose Bowl, here in Pasadena [California]. There have been some incredible events held there. Fill that Rose Bowl, led by 50 or 100,000 bikers, sworn to freedom ... freedom forever ... saluting those who have survived ... those who are doing well, those who are not. We could do this big benefit for the foundation, for the main purpose of raising enough funding to make our toll-free number open 24 hours a day, every day. That is the mission of all our board members: opening it up 24/7.

ER: So this ride would be uplifting, positive and fun ...

Shad: ... where people could participate. I just don't want to have people pay for a ticket and watch the performance. I want to have a legacy of war and seminars.

I want to have speakers on different subjects and interaction. That is how we will teach.

With this Freedom Ride, on behalf of the National Veterans Foundation, nonpolitical, all people from all walks of life would come for just one day. We will get our toll-free number out and at the same time, have fun and educate. Right now, the story is not being told. In history books it is so short. They make it look unimportant. It was a 10-year war. It still affects our country and it is like three pages. To me, it's something we can change. It just takes money and resources.

Let's put meaning in it. Let's take care of those who have given their life, soul, and spirit and who need our assistance. The donations will be given to charity. We just need sponsorships and funds to get it all rolling. The foundation serves a million veterans throughout the country. I believe we could double that with the ride.

The millennium is coming. Looking back on all of the wars ... World War I, World War II, Korea, Vietnam, Desert Storm, Panama ... we lost lives then and we lose lives now. All for what? This is our chance to help all of those veterans.

ER: When did you become interested in riding?

Shad: I wanted a Harley-Davidson because I remember hearing stories when I was 10 years old. The first motorcycle I had was a Harley Hummer. It was a '52 or a '53. My dad got it used. When I came back, I bought a Harley Sportster that I had for 13 years. It was my stress buster. During the day, I would ride my Harley as an escape. The wind, the power of the sound, everything ... and all of the places it took me. Like every other rider, it was the freedom. You were just like a bird. I used to always go up to the highest point in Malibu and roar up and kill the engine and just coast for eight miles. This was my favorite thing to do. I would just hear the chain chatter slightly and feel the wind going through my face. No motor. I'd be up so high that there would be hawks flying around. It was very sacred. It was like the *Zen and the Art of Motorcycling*. It was something that I could get on and get out of my world. I put 110,000 miles on that bike before I sold it. It had a basic, raw power to it.

Being free, isn't that what it is all about? Help make the Freedom Ride come true. If you have experience as an Events Coordinator or if you would like to sponsor the ride, contact the National Veterans Foundation at (310) 642-0255. Advertising is also needed.

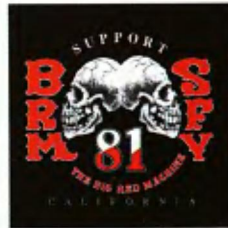
For all war veterans, the toll-free number for the National Veterans Foundation is (888) 777-4443.

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Three Is Not A Crowd

We have to laugh about it now. When Jimmy Jordan and I met four years ago, it was our matching lawn and leaf bag luggage that sparked conversation. These days we have matching "Liberty Edition" motorcycles.

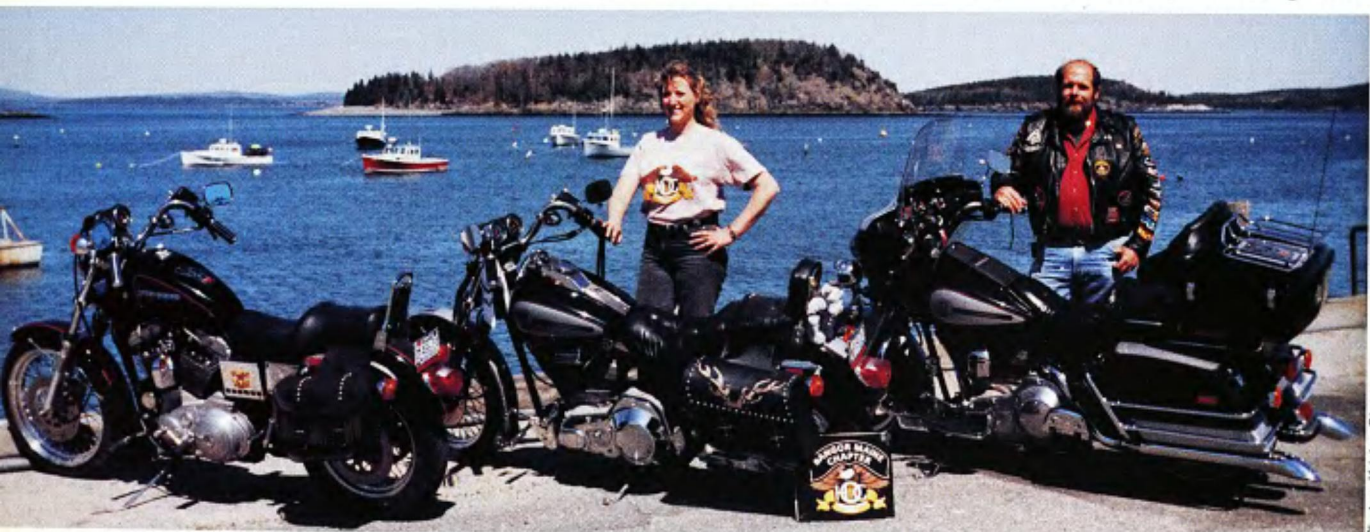
Jimmy had always had his dresser. He bought it in 1986 with only four miles on it. It was the only thing he got out of his divorce, besides all the bills! We would ride together everywhere. My most memorable ride was through the Blackwoods of Maine to Cherryfield, but that's another story. Jimmy always knew that I wanted another bike, but it would have to wait until I got things back on track financially. I had to sell my first Sportster so I could move back home to Maine from the hellhole of America, otherwise known as New Jersey.



I went home to work and to acquire two associate degrees in my field of work, Accounting and Business Management. I was a little busy and a little broke when I first returned to Maine, so a new bike was not in my immediate future. One day when I was working on a finance report with my best friend, we kicked her husband and Jimmy out of the house so that we could concentrate. They returned two hours later and Jimmy claimed that he had found a bike for me. I told him he could come back in the house. He kept insisting he had found a "Liberty Edition" Sportster. Mind you, Valentine's Day was two weeks away. A week later he was taking me to see this bike. Of course it was located down the coast through Camden, near a really cool restaurant.

We drove through Camden and Jimmy did not stop at our favorite restaurant, "Cappy's." It was then that I finally realized he was serious.

On February 14, 1996, I was the proud owner of an 1100cc "Liberty Edition" Sportster



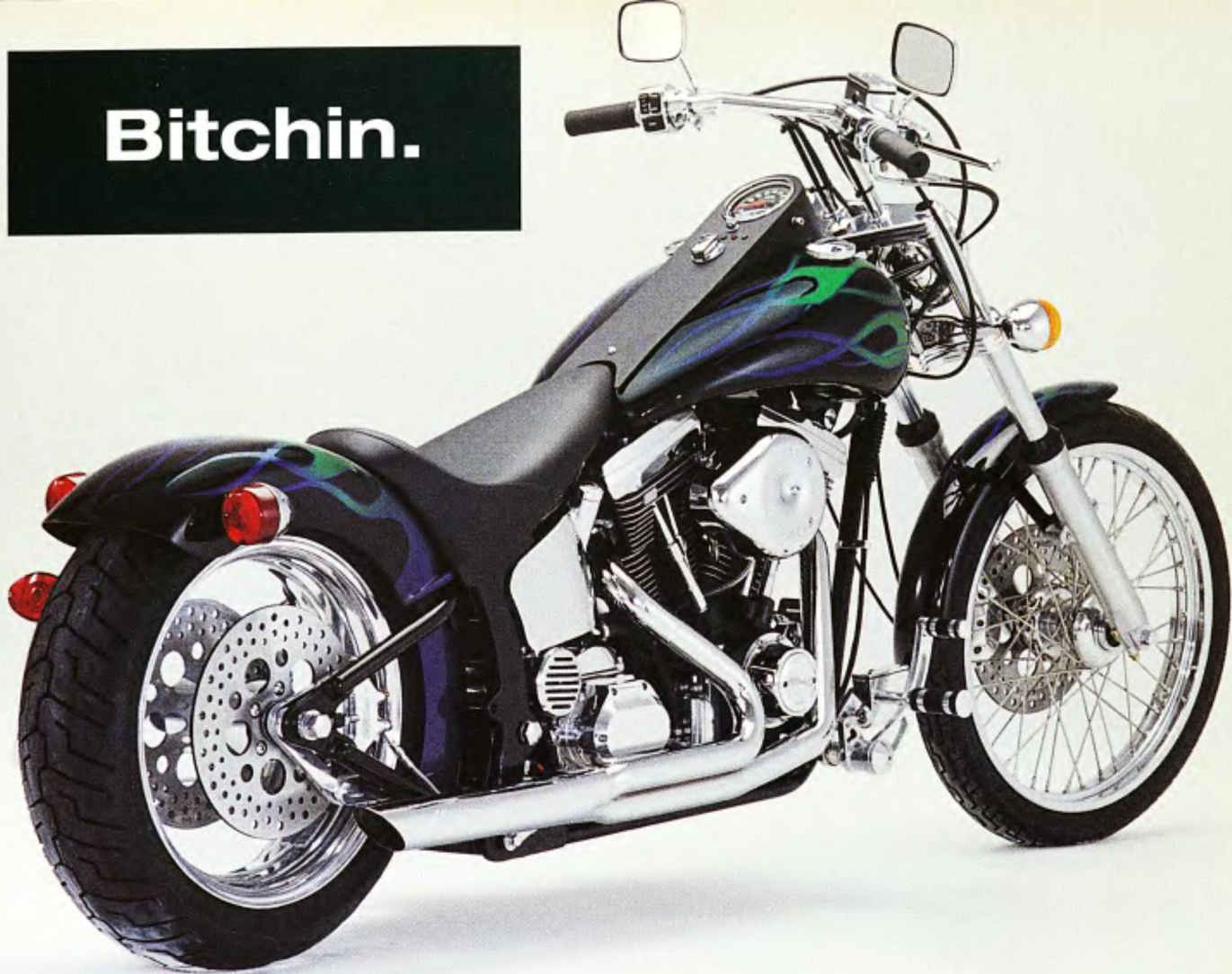
Photos: Kristen Stager

with 5,816 original miles. Almost two years and 6,000 miles later, I got a call one morning from a friend. Someone had a "Liberty Edition" Low Rider with 5,107 miles on it, sitting in a barn with a horse blanket over it. Since I was riding 500 miles a day on my Sportster, I put word out that I needed a larger bike for all the long distance riding. One month shy of Valentine's Day in 1998, I became the proud owner of my 1986 "Liberty Edition" Low Rider.

I do all of the financial work at Jimmy's Heating, Plumbing and Fuel Oil Company. He has his master plumber's license and his master burner license. We work very hard together to make it. We have started from behind the eight ball, but we are making it work. When times get so rough that it seems like tomorrow will never get here, we jump on our bikes and go. Everything is better with the wind and sun in our faces. It doesn't get any better than this. We ride, work, live and love together. What a great life!

—Kristen Stager

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250,000 Miles On A

Two hundred and fifty thousand miles is a considerable piece to have logged on a Softail. It's a fair amount of annual riding, but no record for an '86; my friend P.T. has more miles on his '87. Still, it's been an interesting journey with some great rides and some fantastic people.

Riding my Softail has gotten me into all sorts of stuff. I've penned some bylines for the biker media and got involved with charity efforts, the POW-MIA issue, and motorcyclists' rights. I became a charter member of the MRF and a life member of H.O.G., ABATE, and the AMA. Somehow, along the way, I went whole hog and founded an international motorcycle club: Wind & Fire MC. In other words, I bought a Harley and became enmeshed in the Live-to-Ride, Ride-to-Live culture.

I've always liked the image of the Harley-Davidson motorcycle—an American-made product that stayed true to itself and left others to do the copying. "As American as apple pie" could as easily be "as American as a Harley."

Riding a friend's chopped Sportster with a kicked-out front end was my Harley inauguration. I had the Sporty because the owner was on vacation. It was a cool first ride, cruising a mountain road, leaning into the twisties, speeding into a hairpin turn ... whoa! With pure reflex, my right toe hit the front brake. Wrong! The shift was on the right! I swerved deep to narrowly miss being launched off a 100-foot embankment. That instant eye-opener stalled my own Harley purchases until 1985. I'd figured all Hogs were set up with a right foot shift.

In August 1985, on my way to L.A. to buy a Wide Glide, I stopped into Santa Barbara Harley-Davidson. There on the showroom floor was what I really wanted: a red Softail with the new belt-drive and the new dark-winged logo. I was out the door and in the wind for \$8,900. Last August in South Dakota, that same bike, "Evo Red," turned a quarter of a million miles.

I find that biking is a two-stage experience. One part is owning a bike and hitting the road; the other part is meeting people. My memory of the miles traveled has been colored with a rainbow of people met along the way. My earliest encounter was a couple of Canadians whom I met by accident during my first long ride. I'd planned to attend a rally in Nordegg, Alberta. Covering about 400 miles a day, I was having a great time motoring down the road, seeing the sights, and laying down the miles to the event. Flying my powder blue jogger's rain suit, I rode a few hundred rain-soaked miles through Oregon, and from there did some downright cold and wet cruising in the snow-filled Washington Cascades ... but I loved it!

Then in Kamloops, B.C., my dream putt came to an abrupt halt. I had coped with the weather, but a crash into a van was a bit much. The damned van figured it had the intersection right-of-way, just 'cause the light was green. I locked 'em up, laid it down, and slid right in. My bike got crunched. I also got crunched, enough for four days in the hospital. Happiness was my daily Demerol shot in the butt. But the crash triggered my meeting with L.B. and his wife, Jennifer. L.B. was a local biker who witnessed the accident and Jennifer happened to be a nurse in the hospital during my rehab. Throughout my four-day mending stint, they visited, took care of my bike, and finally helped me board the plane for my flight back home.

Pretty much recovered, I flew back to Kamloops six weeks later to get my scoot and finish my ride. Because the H-D dealer, Kamloops Superbike, was having trouble getting my parts, I brought along a new gas tank and front fender. At Vancouver Airport, Canadian Customs frowned on my import/export idea and sidelined me for some special interrogation. My biker garb didn't exactly win big with the officials. I was herded into a line with a bunch of other seedy characters. Eventually Customs figured out that I wasn't a scam artist or much of a menace to society, so they let me go. That delay forced me to sprint through the airport hell-bent to make my connecting flight—Harley parts in hand but baggage left a day behind.

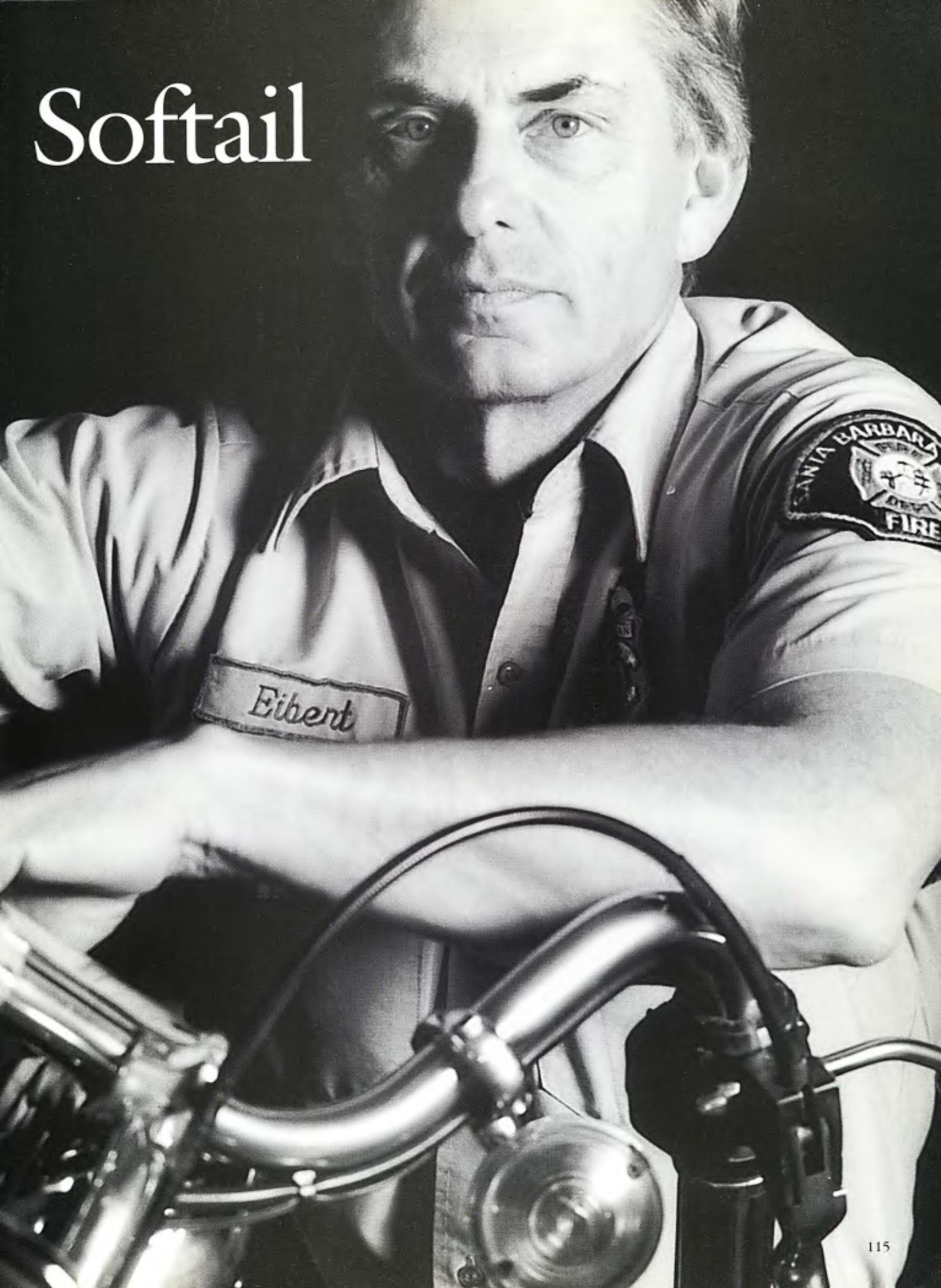
Arriving in Kamloops, I was met by L.B. He greeted me with a tale of good news/bad news. The bad news was that the night before, a \$750,000 fire had ripped through Kamloops Superbike. Luckily my Softail had been rolled out the door and spared, but its repairs were unfinished. It took another day of wrenching before the dealer was able to pull parts off a new bike and get me up and running. In the meantime, L.B. let me bunk at his place and even cooked up a tasty dish of moose sausage and fried potatoes.

My route back was less eventful ... 'cept for a surprise intro to a third Canadian. Near Revelstoke, B.C., while making an outhouse exit, I swung open the door to a heart-stopping jolt. I was face to face with a bear! We froze in place, but the shock was just too much. With terror filling his beady eyes, he spun around and beat paws down the forest path. Sometimes the biker garb works for ya.

Shortly after the bear encounter I ran into a young couple at a campsite. They invited me over



Softail



for a burger and a beer and our talk turned to being on the road. They envied my trip and reminisced about the TV series *Then Came Bronson*. Being in the wind is a dream shared by many.

My first riding bro was Bill. Bill was the consummate biker. He used to ride with a local club "way back when." He's rebuilt several bikes and once built his own chopper from the ground up. Bill and I would mostly ride the local back roads, which often stretched into 300-mile putts. Our favorite run was a scenic 45 miles to Vince's, a hole in the wall with great chile verde, in Santa Paula, California. Bill wasn't much into rallies, but I talked him into going to the Laughlin River Run one time and once to the Love Ride.

Our Laughlin trip was in 1987. Back then Laughlin was a benefit for MDA, no helmets, the room rates were cheap, attendance was about 1,500, and "wide-open" in Oatman meant that with only 50 bikes around you got mobbed by donkeys. The Love Ride was smaller too, about 5,000 riders. In 1987, in a different economy, over 90 percent of the money went to MDA. I used to go door-to-door, gathering sponsors. From each door popped someone different—from gracious thank-yous, to a neighborhood watcher who called the cops, to this one clueless dirt bike rider who told me the only reason bikers raised money for charity was to make themselves look good. I like the Love Ride; it's kind of fun seeing which celebrities show up. I've been next to Malcolm Forbes, Willie G., Peter Fonda, Hulk Hogan, and Jay Leno.

Another of my "used to" riding buddies was my dad, another Bill. Whenever we'd go to any event he'd draw all the attention. He started riding in 1930 and rode until 1995. He bought a life membership to H.O.G. in 1992 at age 82! We did a lot of riding together: Northern California, Idaho, Colorado, South Dakota. I'll never forget one cruise through California's Bridgeport Rally. That day's ride started from Santa Barbara, traveled through Bakersfield, rolled up Hwy. 395, paused at the Rally, went over Sonora Pass, and ended in Jamestown. Toward the end of the day we were eating ice cream on the porch of a lodge when a couple rode up on a Heritage. They were being followed by a truck pulling a half-empty trailer with another Harley. The two, from the Bay Area, said hello and remarked that the weather was so nice they just had to unload and ride before they got to Bridgeport. Billy's reply was something like, "Yup"—an 83-year-old having just ridden over 400 miles to someone a lot younger trailering a bike 150 miles!

Dad's last run was our '95 trip to Sturgis and the H.O.G. Rally in Rapid City. At the H.O.G. Rally his 85 years grabbed him the oldest rider plaque. On the way back we parted in Montana; I had to be to work and needed to jam home. Up to then we had covered 2,500 miles together—dad on his FLHS and me on my FXST. Before leaving I threw out a few options, all of which stressed his taking it cool and easy. Nonetheless, on that first night solo I heard the sordid details over my campground phone. He'd crashed big time just north of Missoula while trying to make it to a friend's place at Flathead Lake. My "cool and easy" admonition went for naught. He chose "hot and hard," trying



for an over 400-mile ride in 90-degree heat. Helicopter transport saved his life, but he lost his left leg. Dad doesn't ride anymore, but he also doesn't complain and he still looks strong and healthy.

Life is about risks. Sometimes we ride and push the envelope. Sometimes we lose. I once rode straight through from Sturgis to Santa Barbara with only a 20-minute nap at Arizona's Virgin River Gorge. Dumb, but I did it.

I rode with my dad and also rode with my son, Joe. One of my most memorable putts with Joe was a 7,000-mile cross-country trip, a once-in-a-lifetime father/son bonding experience. We traveled east with Run For The Wall, then took the southern route home, which included Key West and New Orleans. Joe had 700 miles of riding under his belt before the trip. I suspect we rode 1,400 miles in the rainy weather of Hurricane/Tropical Storm Allison. Joe just motored down the road, open face helmet, no windshield, no complaints. He rode the whole route without a snag, much like someone out for a Sunday putt. The span of the trip included May 28,

1995—my 50th birthday and also the date the two of us rode with Rolling Thunder through the streets of D.C.

One particular event, Run For The Wall, plugged me into a nationwide family. RFTW is a catalyst for turning unknown bikers into lifelong friends. I've made this run "all the way," California to Washington D.C., six times. The act of riding together for 10 days with a common goal, the POW/MIA issue, forges a bond that lasts a lifetime. For 3,000 miles, riders look out for one another, deal with the weather, cope with breaking down, ride in parades, face news media, visit veterans hospitals and memorials, and meet with families and friends of those named on the Wall, all the

while riding east toward the sun to an earlier and earlier wake-up call. It would take another 20 pages to write a little on each of the RFTW friends that I've made, and some later lost to motorcycle accidents, illness, and failed health. This run is an overwhelming experience—try it.

I was branded with my road tag on Run for The Wall '89, with riders forced to stare for 3,000 miles at my Softail's license plate, which reads: "EVO RED." On the first RFTW, with no chase vehicle, I broke down five times. I visited a whole lot of Harley shops that trip and met an even greater number of helpful locals. In 1994 my Softail went down seven times. Owing to a chase vehicle, those seven breaks were a snap compared to the five in '89—a snap except for having to fend off my "friends" threats of changing my name to "EVO DEAD." All those Harley shops and breakdowns taught me this truth, "Every wrench means well, but some know more than others." A few noteworthy shops are Benjy's H-D in Huntington, W.Va., Doerflers' H-D in Hays, Kan., and Shenandoah H-D in Charlottesville, Va.

RFTW is the world's longest motorcycle ride. It culminates in Washington, D.C., with Rolling Thunder, the world's largest motorcycle parade/demonstration. Rolling Thunder is truly awesome. How awesome? Picture a column with everyone who went to Sturgis for Bike Week riding together—over 200,000 people participate. Even in the heat of 1989, when I burned up my clutch on Constitution Ave., I was glad to be there.

It takes money to ride, and I make my living as a professional firefighter. This got me to thinking, after some time in the saddle, about creating a firefighter/Harley club. In April of 1991, with a set of simple bylaws, a casual approach to member-



ship, and a secondary focus on charity, I founded Wind & Fire MC. Full members of the club must own a Harley and meet the "prospect period" of having the duty to fight fire. W&F MC now has over 650 members stretched across 41 states and 10 countries, a couple of dozen chapters, including four in Europe, and a Web site. W&F MC puts on over a dozen events annually, most of which benefit kids—burn-injured children, kids with cancer, and kids in the hospital. The club's patch is a blue Maltese emblem with a red ax-shaped motorcycle.

Meeting firefighters from around the world and witnessing first-hand the charity efforts of the club has been a real pleasure. I particularly enjoy the club's Burn Camp Runs wherein burn-injured kids are entertained by a one-on-one glimpse into the biker lifestyle. Members hang out with the kids who sit on the Harleys, get photographed, and smile constantly; this makes for a cherished day.

Long rides and George are synonymous to me. My bro George and I have been on the road thousands of miles together. Our

best trip was a three-part tour that included Edmonton, Alberta, for the Firefighters World Games, Sturgis for Bike Week, and San Diego for the Victory Ride to the Republican National Convention. The whole circuit was good fun with fantastic weather, including no rain and T-shirt temps while riding along the Columbia Glacier. I took home two gold medals from the games: the old guy's discus and shot-put. George and I rode two-up with our wives on the Edmonton leg. The Canadian Rockies were unbeatable for scenery. Canada's highway system provided us with a couple of free ferry boat rides across forest-lined provincial waterways. We lucked into some terrific Bed & Breakfast inns,

plus stayed at the Chateau Lake Louise and the Edmonton Hilton.

Leg two, South Dakota, meant arriving at our second home. We rode to our customary lakeside campsite in the pines. From there we settled into Sturgis mode, which translates heavily into riding the Black Hills, a tad into watching the crowds on Main Street, and always into putts to our favorite food stops.

The San Diego leg was our grand finale, highlighted by the city's shutting down of Interstate 5 to all but motorcycles! I could hardly believe it. As we pulled onto I-5, the road was empty; all the on-ramps were being blocked by the CHP. At the Convention site bike parking was provided via a closed-off downtown bridge. The event included free food and T-shirts. Ten thousand bikers showed up; somehow the media missed seeing any of them.

When I think of the good riding times and friends who I've met, I often think of Senator Ben Nighthorse Campbell. I get a kick out of knowing that there's a Native American biker running things in Washington; one of "them" is on of "us."



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I'll never forget walking along the Reflecting Pool in D.C. and having Ben, who was sitting nearby on the grass, yell out, "Hey, Jerry, how's it going?"—and that was only about the second time we'd met.

Dave Barr generates another pleasant thought. It is a pure delight to know someone who is such a straightforward, caring person. If he says it, he'll do it, whether it's showing up somewhere on time, doing some skydiving, helping the disabled in Third World countries, or riding a Shovel 83,000 miles around the world. There's no whining from Dave.

My sense of values gets a boost from the biker nation. I don't care much for the in-your-face, win-at-all-costs personality. One of my friends is this nice, quiet guy, Oliver Shokouh. Oliver has the consummate Clark Kent/Superman persona. His demeanor has engendered The Love Ride, the blueprint for motorcycle charity fundraisers. More than \$10 million has been raised from his efforts.

Some things should never be compromised. Artie Muller, co-founder of Rolling Thunder, is living proof of that. At the Pentagon parking lot, I once stood next to a CNN cameraman as Artie addressed the POW-MIA issue and had mouthed Clinton in the same breath on national TV.

Freedom is an American way of life.



Photos: Jerry Elbert, Wind & Fire MC

New York Myke Shelby's efforts for motorcyclists' and veterans' rights are statements for freedom. I've seen him ride from San Diego to Sacramento, Colorado, Washington D.C., and elsewhere to get the point across. Myke's even tried the talk show circuit and running for election.

What a journey it's been! The people and the motorcycle made it happen! You understand, because I don't have to explain ... Here's some parting tech stuff on my 250K. Ninety percent of all my bike problems were electrical. Surprisingly, my

original speedo lasted 246,000 miles. I usually change belts at about 90,000-100,000 miles, oil at 2,500 miles. At 175,000 miles I bought a new Lakeshore H-D motor. My old Evo was slowly burning oil, one quart in 3,000 miles. I'd had always wanted a balanced motor, so I got one—stock except for Delkron cases, shaved heads, and a cam. I sold my old motor for \$2,000 and got the new one for \$5,000; not bad considering it came with about \$800 worth of extra chrome. Evo Red has a QwikSilver carb, Screamin' Eagle ignition, gutted OEM exhaust, and is geared for the road with a 66-tooth rear pulley. This combo yields about 50 mpg at 70 mph. Once, on the flat, the speedo hit 120 mph. I've made five suspension changes, including the torsion bar setup. Presently I run with Progressive shocks; also on board are massive Iron Bag saddlebags.

Back home in Santa Barbara, Martin Cox at Top Gear works on my bike. Martin has wrenched in the USA and the UK, owning everything from a H-D dealership to a couple of motorcycle wrecking yards.

If you see my plate, EVO RED, or come across one of the Wind & Fire MC crew say hi. Interested in our firefighter/Harley club? Write: Wind 7 Fire MC, P.O. 6066, Santa Barbara, CA 93160.

See you on the road. —Evo Red

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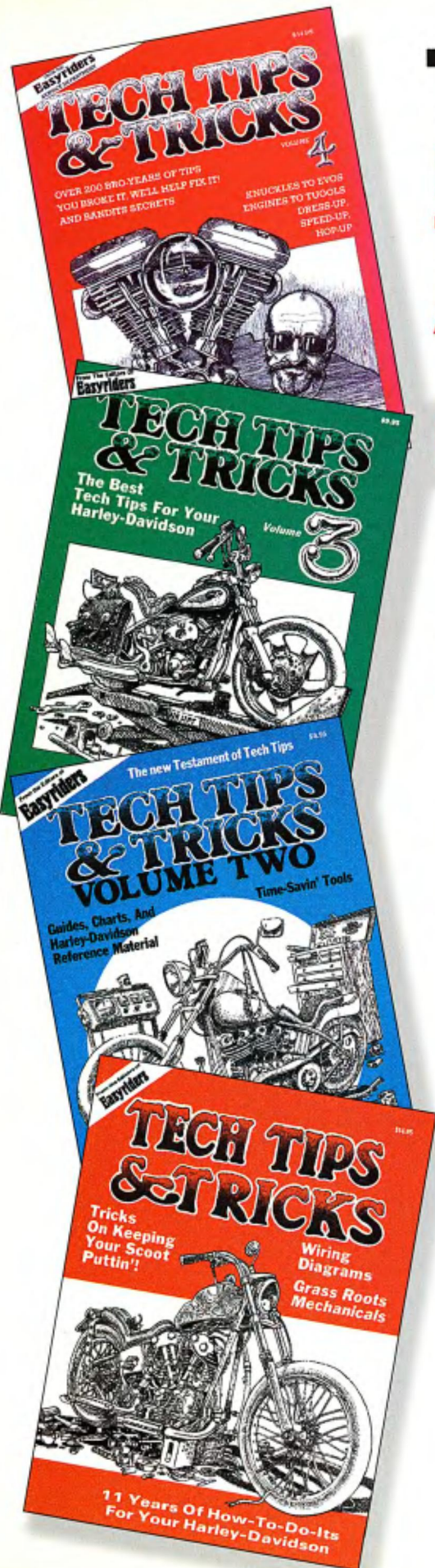
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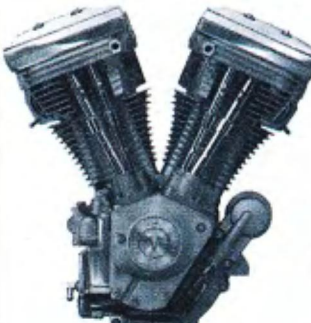


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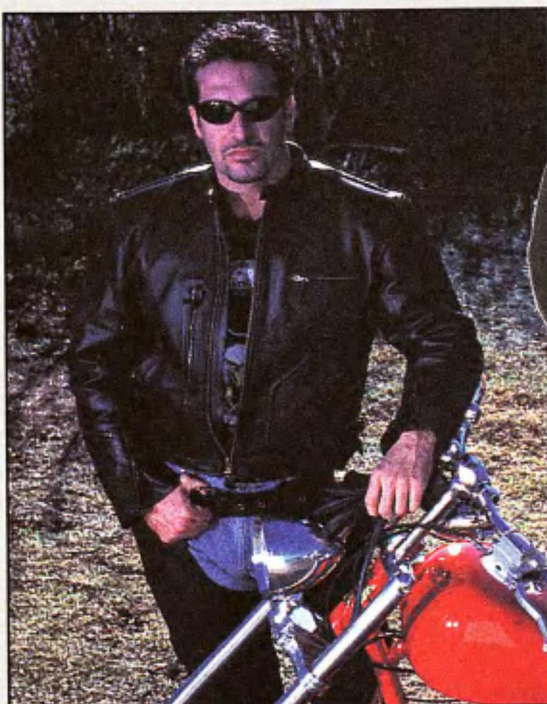
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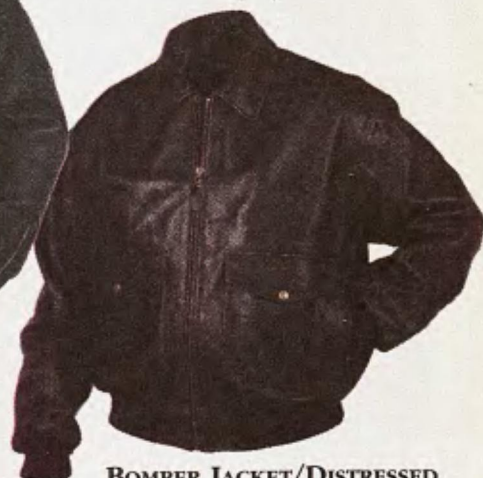
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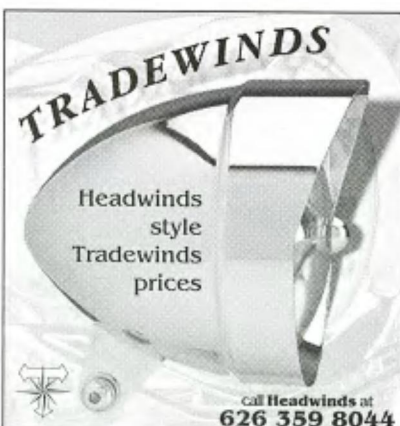
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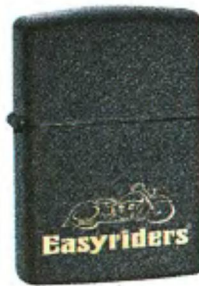
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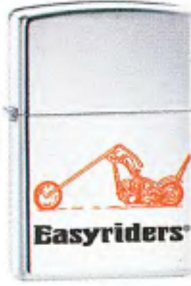
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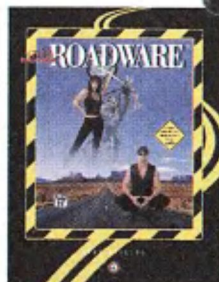
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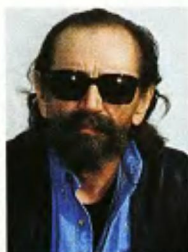
Pedal It

This tech tip isn't something you'll be able to perform roadside. It's something that I would like to see the factory do. What I'm talking about is the brake pedal controls on dressers and Softails. I'd like for them to be at least 1½ inches longer or taller.

What's the use of having footboards if you're not able to slide your foot forward? Besides that, there would be more usable leverage against the piston in the master cylinder.

The current setup of the pedal's assembly permits you to move your foot to the back of the footboard, but not very far forward before ya smack the underside of the brake pedal. I have a problem with that because I'm almost an inch shorter on that side and have a lift built up to kinda balance me out. But many folks have commented to me about this being a problem for them also.

When you put on as many miles as I do, it's necessary to move your feet around to ease the pressure on the ol' gluteus maximus. My feet often go on the rear passenger footboards or onto the two pegs attached to the front crashbars. If the road is clean, I'll often lock on the throttle and stand on the footboards, while leaning on the pack lashed on the p-pad.



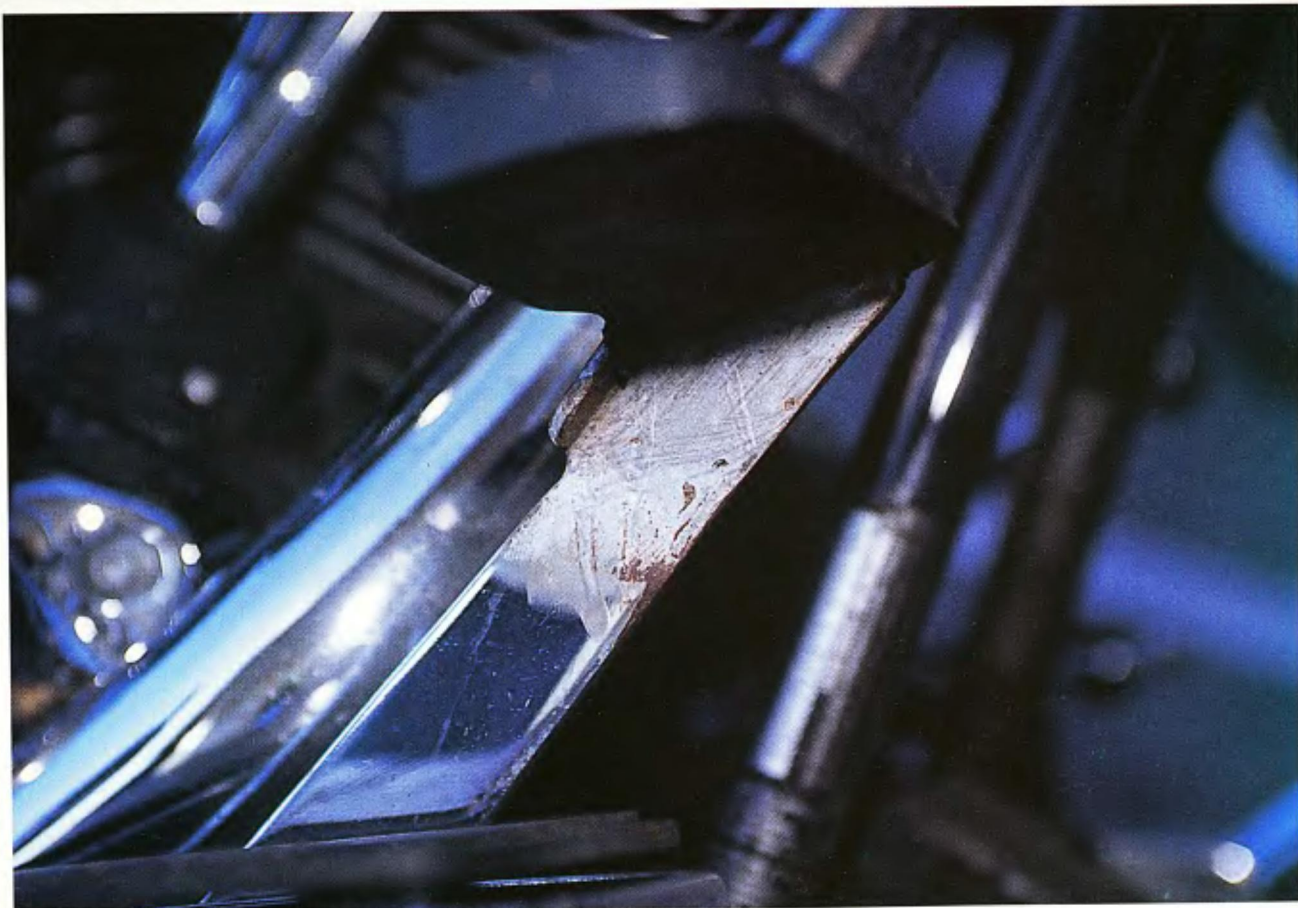
Be careful where ya bolt those pegs on the engine guards (crashbars), because the heel of your boot may catch the top of the brake pedal when ya don't want it to. I've developed a feel for mine and I like to use those three-piece brackets to fasten the pegs onto the crashbars. I also drill them and tap a 1/4-inch bolt through them so they don't slide and swivel around. Sometimes I apply great pressure there to alleviate pressure to the spine.

Ya can't do this on some crashbars because they are used as the air reservoir for the front end anti-dive system. It all depends if the air is stored in the handlebars or crashbars.

The picture shows how the brake pedal was modified on the bike I'm currently riding. An inch to an inch and a half was cut off the bottom of the pedal. Next, an equal amount of material was added to the top of the pedal so that the rubber pad would slide on. I ran it on Sugar Pai, then switched brake pedals when I started riding Honey Pai. Sugar is a '90 model and Honey is a '94. Since 1995, the factory has changed things around so that it's no longer possible to do this on a later bike. You may have to buy the brake pedal to match the year of your ride and cut and weld it up accordingly. Have it chrome plated before ya swap. I spray painted mine since I haven't had the time to have chroming done. It looks like shit but it feels good on the road.

I gotta thank Craig Conner from Conner Precision Welding at 21604 78th Ave., SE Woodinville, WA 98072, (360) 668-2160, for taking care of me on this account a few years back.

—Rip



Modified brake pedal used on Sugar Pai and currently being used on Honey Pai.

The First Modified Excelsior-Henderson Stripped And Ready To Go

It was along a dusty road on the Arizona border, where the desert heat can fry a man's brain in mere moments, Frank lost his girl. She left him standing by his steamy black bike in the scorching sun and got into an ice blue, air-conditioned Cadillac and rode away. Guess she couldn't handle the heat in the kitchen. It was then, as the sweat streamed down the side of his face, that he decided to build another black beast, as a tribute to finding a woman who could hang.

Frank was fortunate enough to get in line for one of the first 85-cubic-inch, 50-degree X-twin, 4-valve-per-cylinder, dual-overhead-cam, Super X Excelsior-Hendersons to roll off the line in Belle Plaine, Minnesota. He immediately took it down to Marty Ruthman's at Hi-Tech Custom Cycles in Van Nuys, California, for a look at the 62.9-inch wheelbase chassis. He won't take shots at the stock 26.5-inch seat height styling because of the federal constraints on building a stock bike. However, he immediately needed to see what was under the hood of this puppy to determine the styling modifications available for a hot-off-the-press factory first. The challenge was to give it that one-of-a-kind styling without modifying the frame of this very collectible machine.

This project is almost like buying the very first Harley off the line and modifying it. There's something almost sacrilegious about fooling with an original ... but something Frank drank in the '60s (could have been the bitter Kool-Aid) forces him to customize everything he comes in contact with, including towel holders and refrigerators. He can't help himself.

Marty stripped the sheet metal off the frame, and below the exterior finishing was one of the most beautiful chassis and drivelines to rock the V-twin world in decades. Dave Hanlon, one of the founders, told Frank that he and his brother, Dan, insisted on a classic chassis and they succeeded in pushing technology coupled with nostalgia past the engineers. Taking the sheet metal off this bike reminded Frank of the days when he'd sit back in a garage and strip a Harley dresser, until all that was left was



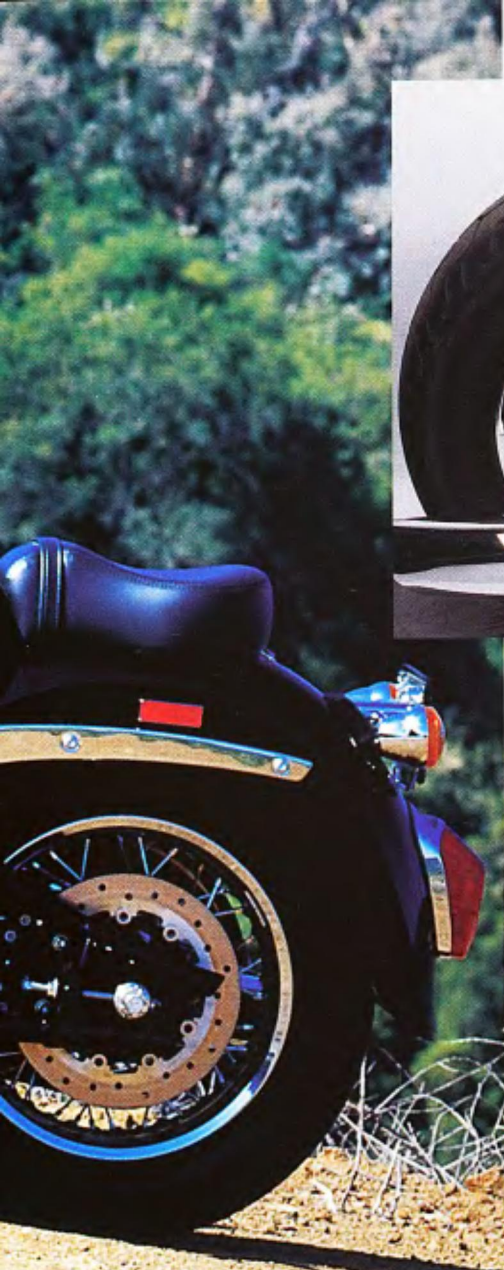
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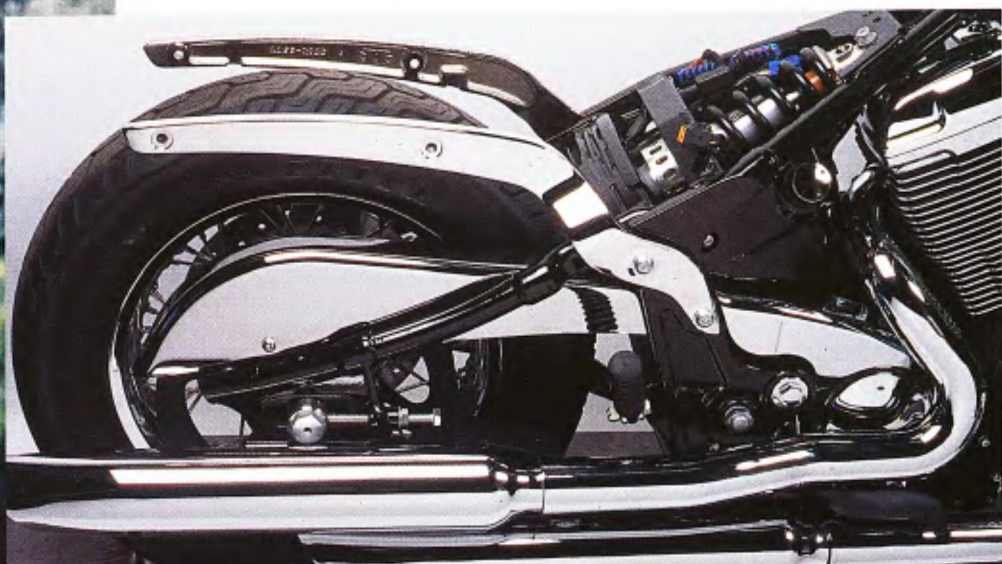


Below: A stock, stripped E-H, ready for custom thoughts and a slim LePera seat.





Above: Traditional styling coupled with new technology brought the new E-H to life.



Picture a mono-shock frame without rails—sweet.

a perfectly symmetrical rigid frame cradling the engine and trans. He'd sit in awe and ponder how little he could put back and still make it run without messing with those perfect lines.

Take a look at the classic styling of the frame and engine he was fortunate enough to work with. Like his mom used to yell at him, "Beauty is only skin deep." That was a brutal lesson Frank learned while sitting alongside the scorching road in Blythe, watching her shapely

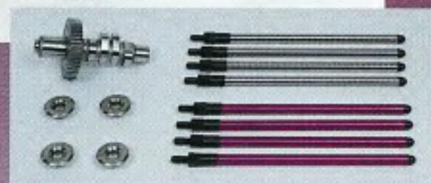
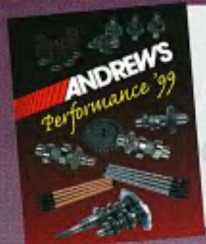
form disappear in that frosty Cadillac.

So here's the initial plan that you'll watch unfold over the next couple of months. Frank and Marty will replace the front stainless steel laced spoke 16-inch wheel to a 19-inch Buchanan rim, chrome the rear fork legs for the leading link springer, build a much smaller bobbed fender, and paint the air cleaner to match the paint scheme that they dream up. The rear fender rails will disappear and a short bobbed rear fender will hug the tire (he'll

Oil fill plate and battery box will be painted to match the sheet metal scheme.



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Dash (above) will remain untouched while the stylish air cleaner (below) will be painted to match the overall bike theme.



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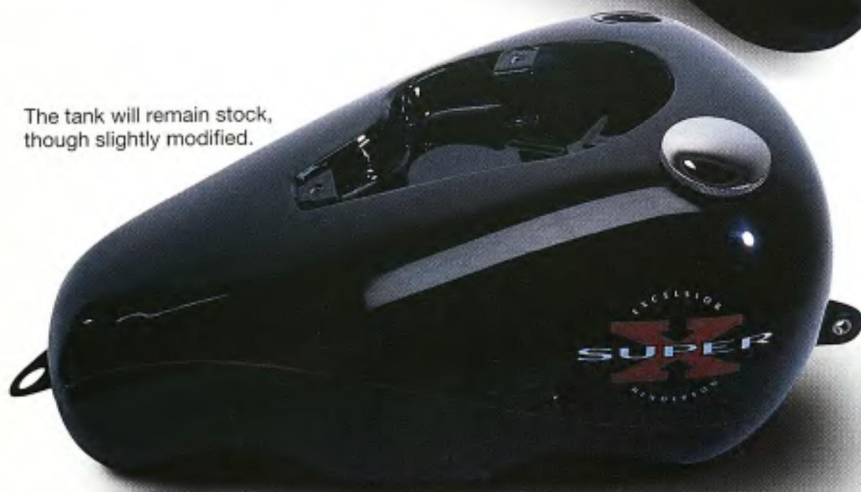
try to squeeze in a slightly larger 150 Avon during the process). He'll replace the bars and risers (if possible) to give it a more rowdy, agile look. Then Frank will replace the factory-installed dual-staggered pipes with performance slash-cut units from E-H and evaluate their accessory package for components he wants to use. Since the frame has such classic lines, he hopes to enhance that style with some slight modifications to the 5.5-gallon fuel tank, such as raising it an inch in the front and perhaps filling the notches in the tank.

Finally, Frank plans to replace the taillight with something nostalgic, perhaps something from the Excelsior-Henderson archives, on the rear fender. Of course, Marty has already devised a plan to lower the rear an inch or so.

Hold on for the next installment, when we kick this project in the ass. In the



The rear fender will be replaced with a bobbed Jesse James unit.



The tank will remain stock, though slightly modified.

meantime, Frank needs to find a way back to the coast, to a special woman who's been waiting there the whole the time. Hell, she'll have a cold beer and a pile of notes from Marty waiting for him. She's just a quick five hours away.

—M.M.

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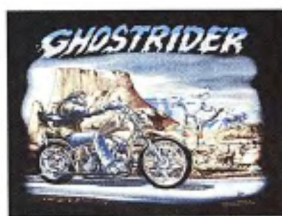
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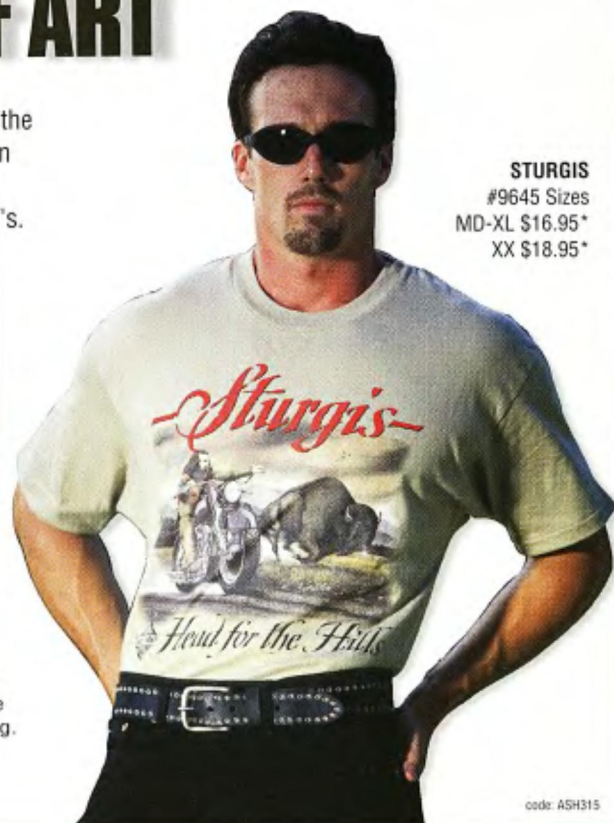
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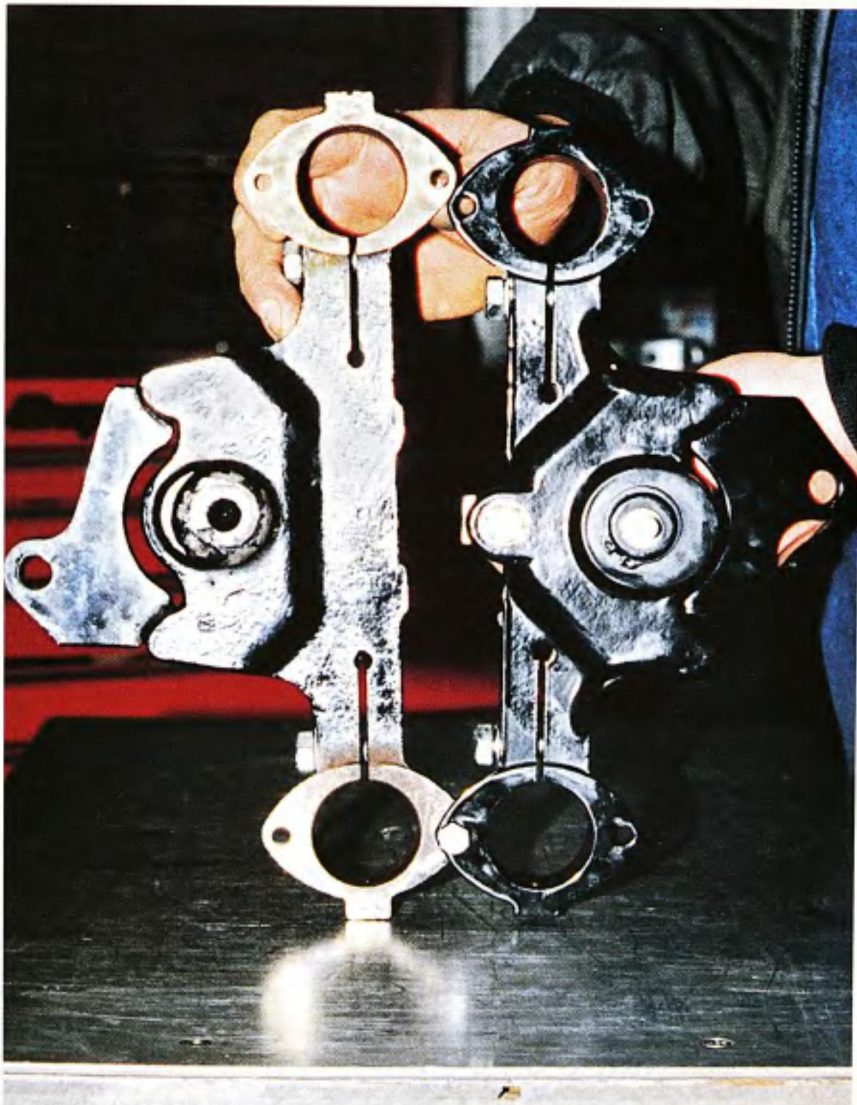
The Difference Between Early- And Late-Model Wide Glides

One thing that will trip you up when it comes to building or modifying a bike is the interchangeability of the parts. Harleys are known for their ability to mix and match parts from very old sleds to the very new ones, so it's no surprise that many custom bikes are created out of a hodge-podge of parts that somehow mysteriously all work together, despite their original application and year of manufacture.

When you start venturing out into the great void of customizing, the sudden requests for parts of varying year applications is often enough to drive your parts

man nuts. The only thing worse, of course, is ending up with the wrong pieces that bring your afternoon project to a standstill. With one recent project of this nature, I was helping a bro do some work on his wide glide front end. He was installing some fork tins and slider covers, and after getting the front end all ready (and all apart) we came across a hitch that I felt was worthy of passing along.

You may have heard that there are differences in wide glide forks, between early- and late-model types, but the difference is not always explained. What I'm talking about lies in the triple trees themselves. Somewhere in time, around 1986 according to the catalogs, the wide glide was changed and actually



On the left is a '60-'84 lower tree; on the right is the '86 to present piece.

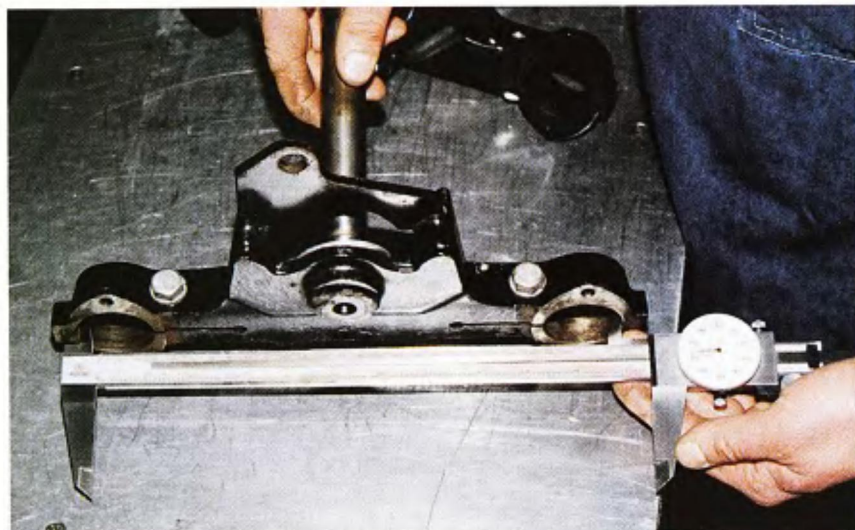
narrowed—not by a ton, but enough to warrant a whole separate product line of fork tins, nacelles, and bracketry to allow the late-model bikes to have the same look as their predecessors.

The 1960-1984 wide glide triple trees have a fork center distance of 9 7/8 inches, while the 1986 to present wide glide trees measure out a narrower 9 1/2 inches. That's 3/8-inch narrower, a difference you can easily see comparing the two side-by-side, and one you can easily trip over by ordering the wrong pieces. Anyway, the quick tip for determining center distances is easy. First, measure the overall dimension of the two holes (on the early wide glide this measurement is 11.5-inches). Next, measure the

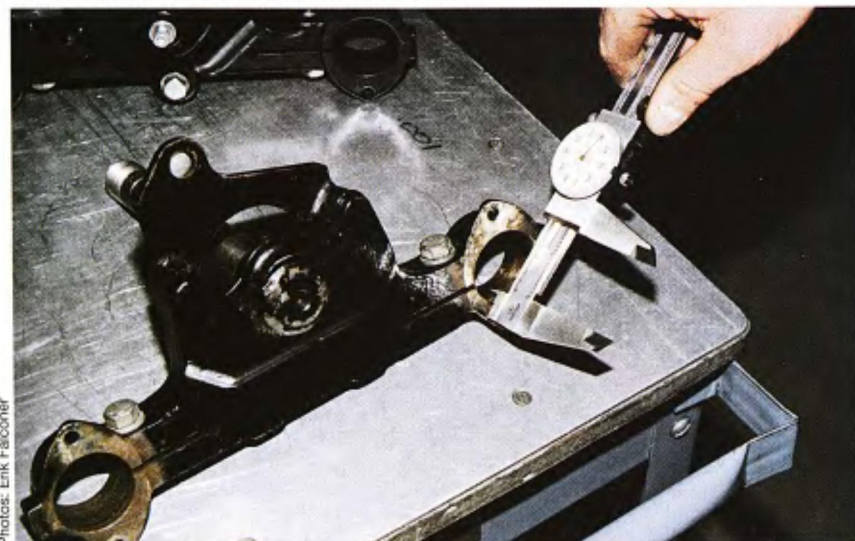
diameter of just one of the holes (which is 1 5/8 inches for 41mm fork tubes) and subtract it from the overall dimension. This gives you the exact center distance for the set of trees that you are working with, 9 7/8 inches in this case.

Now, while there are other differences between the years where Harley forks have been upgraded and redesigned, these are usually internal changes. But in this case, when you're scouring a swap meet, all you'll need to make sure that you get the trees you're looking for is a tape measure. That way, you won't have to wait till the next one to find all the other pieces that will make everything work.

—Erik Falconer



Measure the fork tube holes, outside to outside.



Measure one fork tube bore, and subtract it from the first measurement to determine the centers.

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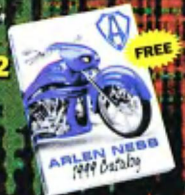


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If you have ever built or serviced your own forks (you guys on the Springers can turn the page now) there comes a time near the end of the job where the fork oil needs to be refilled. Whether you take a look in the book or on the bottle or ask a bro, you will always get tons of different answers on how much oil you need. Of course, the amount varies if the forks are wet inside (just a routine oil drain for changing) or have been completely disassembled, cleaned, and dried.

Yeah, the amount of oil in your forks needs to be that precise. With the spring, damper rod, and the whole inside of the fork, there's plenty of residual oil that will cling to the parts inside.

Here's where a really cool trick comes into play that will save you more than a fair share of hassle.

The folks at Progressive Suspension have instruction sheets that they include with their spring kits. These show a trick way to determine the proper amount of fork oil to use. This information is relevant to forks that are stock or modified. After all, what we want here is a simple way to get the right amount of fork oil in the tubes whether or not the innards are wet or dry.

First off, whether you are changing oil in an existing set of forks, rebuilding them, or starting out with a new set, the procedure is exactly the same. Make sure they are clean and dry because the fork caps need to be removed so that the spring can be pulled out. Next, the tube is pushed all the way down into the slider until it bottoms out. Holding the fork upright, start



Remove the fork spring, and push the tube down into the slider.



Add the fork oil gradually so that the level can be checked.



Measure down from the top of the tube to the level of the oil. This should be 5.5 inches.

filling the tube with fork oil. Don't dump a ton in at once, because we're going to be checking the level in a bit, and it's easier (and less of a mess) to sneak up on it than to pour it back out.

The trick behind this technique is to fill the fork up until the oil level is 5.5 inches below the top of the fork tube. This is a broad recommendation. If your manual specifies a different amount of oil, then stick to that. I can speak from experience that this technique works best with all of the forks I set up.

Once you get the proper level of 5.5 inches down from the top of the tube, slowly extend the fork tube back up, ease in the spring, and reinstall the pre-load spacer (if any) and your fork cap. Now you're done and ready to slip it all back into the bike. This method does require the forks to be removed, but should you have any doubt about your oil level, or in case you're doing more extensive maintenance, this is the best way I've found to determine the right amount of oil.

—Erik Falconer

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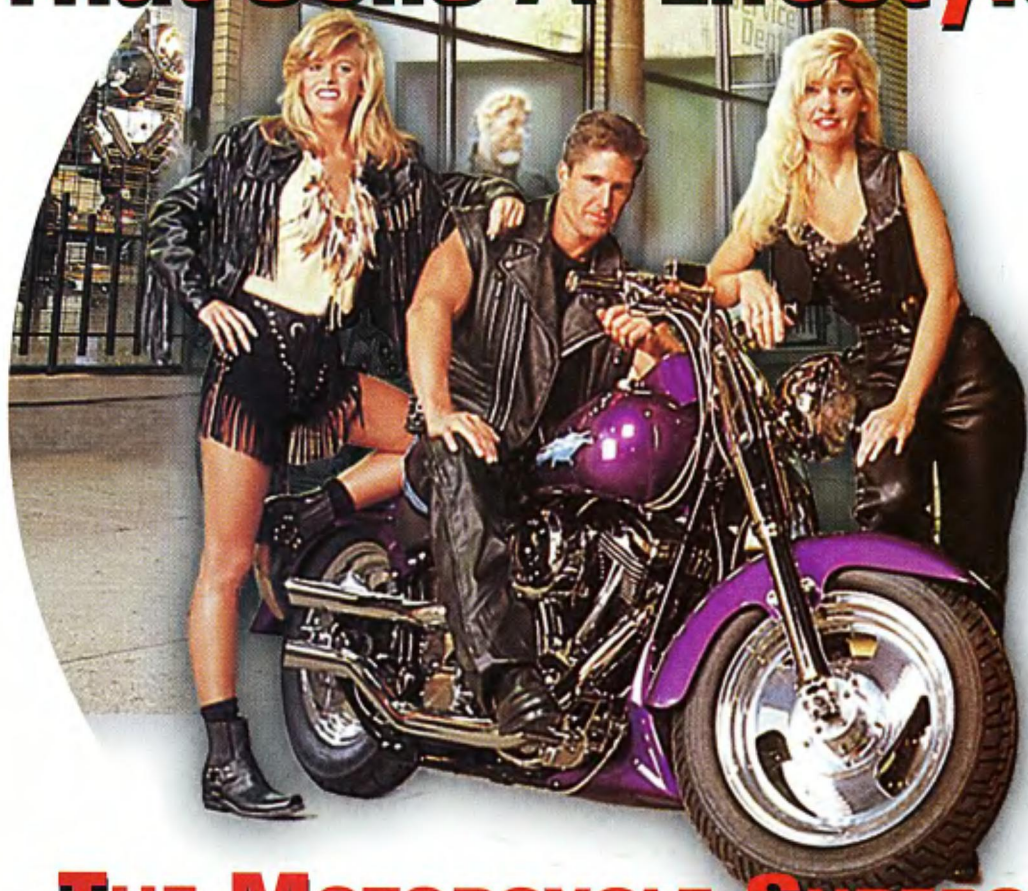
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ReadersRides

Edward Angell
Shelby Township, Michigan
1998 "This Dresser"

Note: Once again, the vagrant known as Trash (for good reasons) has tried his hand at creating something out of nothing for you gentle readers. For those with an aversion to horse pucky, please just look at the nice pictures and go on to the next page.

Thank you. —Ed.

Dear Readers:

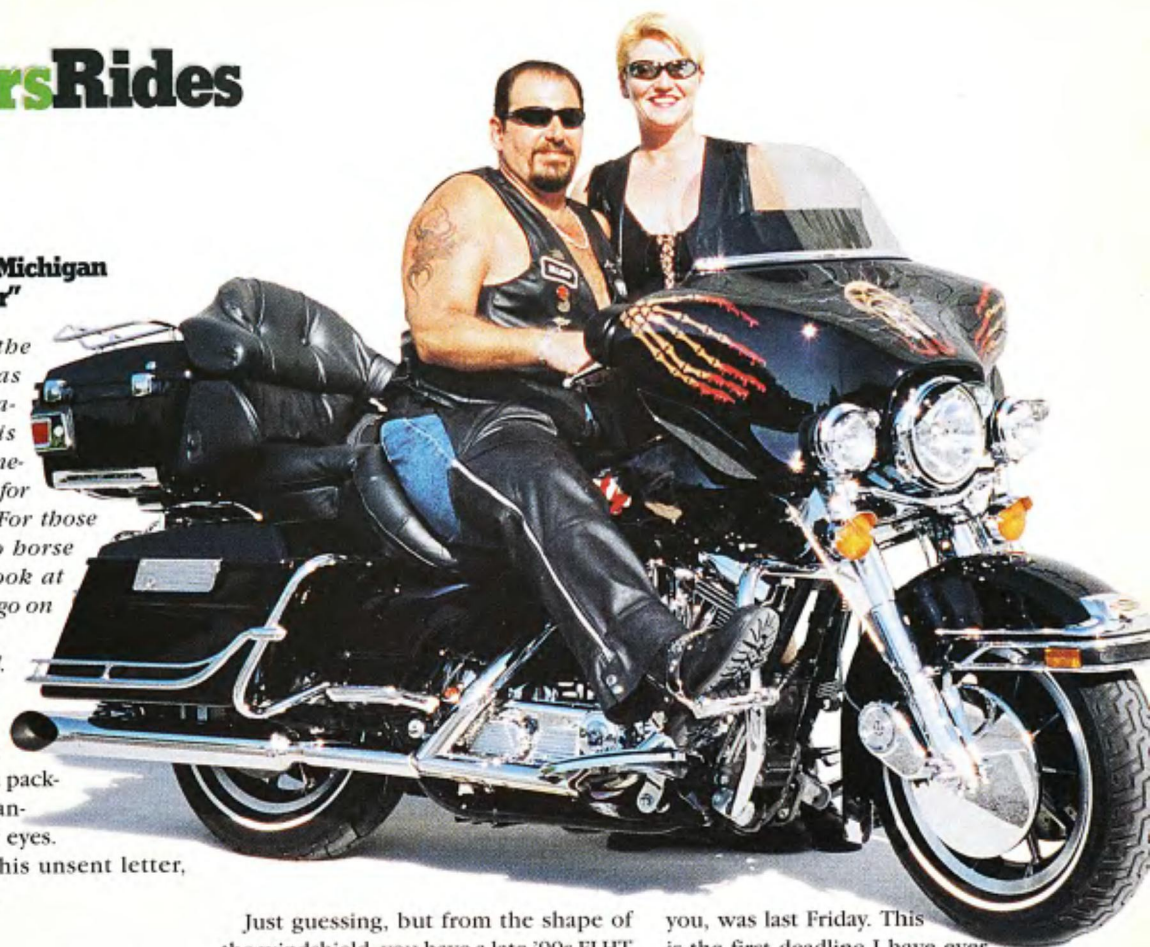
A blur appeared in our offices, dropped a package, and "poof" it vanished before our very eyes. These stories, and this unsent letter, were in that package.

Dear Ed:

You are riding out West, so you missed my calls. I left messages for you to call me, but I can wait no longer ... the press must roll! I'm going to have to write your bike's story with the information I already have ... which is just these pictures, actually. The letter you sent tells me that you bought "This Dresser" and a "Titan" from Tom and Sue Phenegar, owners of Easyriders of Detroit. A little more information about "This Dresser" would have been nice.

Just guessing, but from the shape of the windshield, you have a late '90s FLHT or FLHTC carbureted model (the H-D catalog tells more, but if I picked the wrong bike ...). The David Mann artwork on the fairing is a very nice touch. Well, Ed, I have to go now to deliver this batch of stories and to charm my ass out of the missed-deadline doghouse. I'm thinking about offering the boss a cash settlement, with a few unmanly scenes involving loud begging and sobs in hopes of keeping my miserable career alive. The copy deadline, which I missed trying to reach

you, was last Friday. This is the first deadline I have ever missed ... honest. Which way is Mecca? Prayer seems reasonable right now, and facing Mecca is a nice effort too, don't you think? Oh yeah, a ticket for 95 in a 35 zone and reckless endangerment with attempted vehicular homicide via Harley-Davidson can be defended citing a missed deadline anxiety attack while on the way to turn in this story, and should be just as good as the "Twinkie" defense, shouldn't it? We shall see. Your friend in the void ...
—Trash



Photos: owner



Little Eddie Dyer Lake Havasu City, Arizona 1998 Special Construction

This year is the 30th anniversary of the movie *Easy Rider*. Little Eddie pondered this fact in a drunken stupor last August at a friend's house in Colorado while on his way to Sturgis. His friend had just shown him an ad for a 103-inch Panhead motor. Several beers and shots of Jack Black were helping him think more clearly—clearly enough to call Accurate Engineering and order the heart of what would soon be known as "The Yellow Beast!" Little Eddie intends to retrace the route taken by Billy and Captain America in their "search for America." This bike was built with that ride in mind.

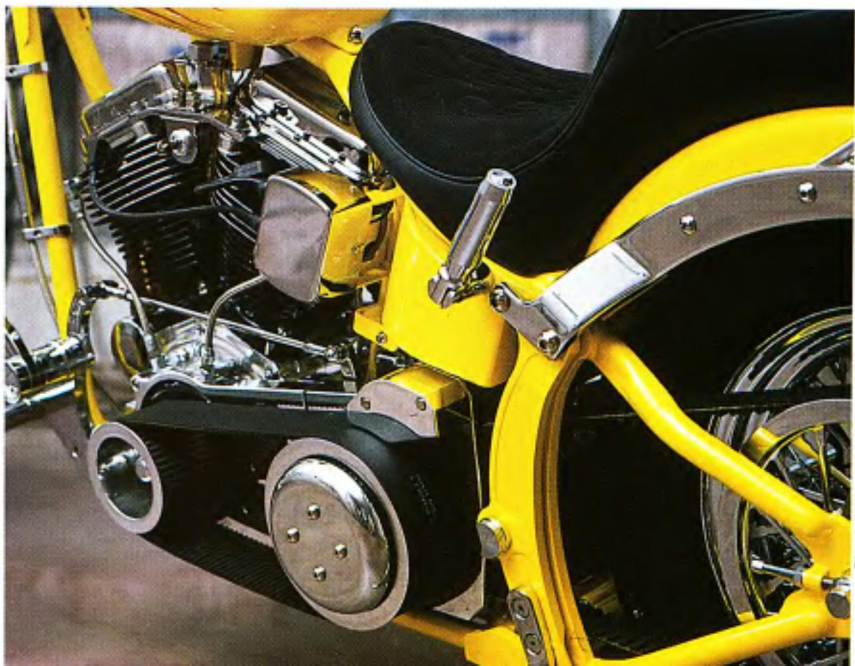
Little Eddie did much of the heavy thinking and initial construction in his living room. It's 120 degrees outside in the Arizona desert in August, but inside his place it's an air-conditioned 68 degrees. He has the stereo, TV, and the fridge right there, and no wife to bitch about her dish towels being used as grease rags ... the perfect bachelor pad and bike-building setup.

For the final touches, Eddie moved the

bike to Desert Wind Cycles in Lake Havasu, where it was torn down and readied for paint. Chad from Mike Love's Custom Paint pulled an old beat-up boat trailer fender out of the junk pile and crafted the rear fender. Nice job, too! He mounted the tank, removed all unneeded tabs and mounts, and prepped the frame. Tom Love mixed and sprayed the bright

yellow pearl paint job and his dad, Mike, laid on the gold leaf flames.

Back at Desert Wind Cycles, Bob Kraus put it all back together. Special thanks to Jason at RTT for the sissybar, to Curry Cook for his CNC magic, and to Doug Moss at Pacific Sunset for the killer front end. And thank you, Little Eddie, for remembering this historic moment!
—Trash



Photos: Michael "Rocket" Barton

Brian Elliott
Dayton, Ohio
1998 Heritage Softail

Brian Elliott carries on a true family tradition. He is captain of Northwest Airlines' Airbus 320 and is a proud pilot, like his father, Ard Elliott. Ard flew his B-17 Bomber, "Scrappy Jr.," for 22 combat missions into the heart of Germany during WWII. Brian's uncle, Bob Welch, was an Ace Fighter pilot with seven kills that flew escort in his P-51 Mustang named "Miss Marilyn II."

Brian's ride reveals the close relationship he has with his family. It is seen in the artwork completed on the otherwise stock bike. The tank art graphics featured over the sky-blue paint tell the story of one of those combat missions. The very personal and imaginative work on this Heritage Softail was done by Chris Cruz's Art-istry in DeLand, Florida.

The rear fender opens this warrior's tale with images of a bombload dropping through a blanket of black shrapnel rain. The leather seat, by Bob Kussman of Dayton's Heart & Sew, is a cloud's silver lining of hope. On the left gas tank is the B-17's Tommy gun-totin' Scrappy Jr.; on the right is the P-51's beautiful Miss Marilyn II, soaring through the sky. Together, they dance to the rhythm of the road. The song is sweet and the rhythm is fast. The drumbeat, felt as much as heard, comes from deep inside the heart of an 80-inch Harley mill.

The gas caps were done by Scott

Stickley, who is known as the "Metal Maestro" of Dayton. They indicate 170 knots at 28,000 feet, the B-17's infamous bombing window. The oil tank tells of Ard's 22 missions and his portrait covers the dash panel between the fatbob tanks. With another mission completed and with death again cheated, Uncle Bob's Mustang flies over the White Cliffs of Dover. He has returned home, as our story comes to an end, on the front fender.

Brian's Harley is a proud son's rolling tribute to his father and uncle, winged warriors who went aloft to do bloody battle in the clear blue skies over Germany. While Earth-bound men look for freeway on-ramps, Brian chases the jet streams. At night he looks for launch windows into space to fill his dreams.

—Trash

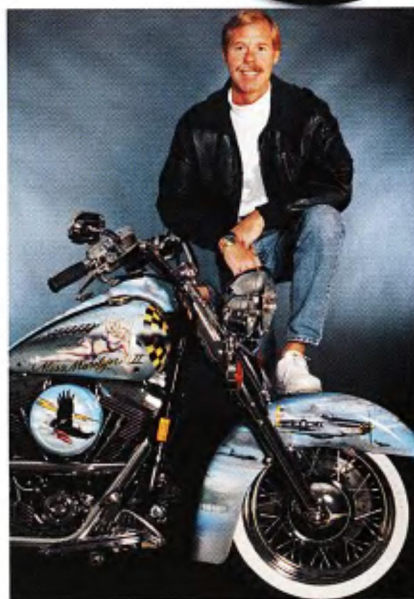


Photo: Michael A. Bernal



ReadersRides

Thomas "T.J." Johansson Lammhult, Sweden 1995 Evo

T.J. Johansson and 10 of his friends formed a society known as the "RPM Culture Club" in Stockholm, Sweden. All members are at least seven feet tall and specialize in building bikes and painting pretty pictures on the underside of manhole covers, which are used in tiddlywinks competitions, a fast growing Scandinavian sport (these are BIG dudes!). They even fly the colors of the Stockholm Police!

Seriously, these modern-day giants ride the Swedish highways on massive, long



bikes. Thundering by they resemble a howling horde of Vikings on their way to a good pillaging and cheese rolling festival.

This hot little 110-horsepower 1995 Evo-powered rigid has Sputhe cases, a Craig Walter cam, stainless steel valves, S&S pistons, rings, and carb, a Dyna 2000 ignition, and a modified SuperTrapp 3 1/2-inch exhaust system. The frame, by the Edlund Brothers, has a 38-degree rake and is shortened 1 1/2 inches. The paint is by Håkan L. Hakan from Stockholm. The forks are from a '93 Springer, the wheels are off of a Harley Fat Boy, and the brakes are Brembo's.



Photos: Christer Johansson

T.J. did the overall fabrication himself, including the oil tank, leather solo seat, and the modifications on the SuperTrapp exhaust system. This big fella signs his handcrafted (no tools, just hands!) metal work by pressing his thumbprint into the molten bare metal! This kid is strong!

Having no real information on this bike, some of this story is from my fertile imagination, but the pictures do not lie. This is a ground-pounding rigid Harley, which takes no shit from any other bike! No guess this time, that's a fact! —El Trasho

Do you believe we pay this guy for this crap?
—Ed.



"I used to be a lawyer, but this is cleaner work."

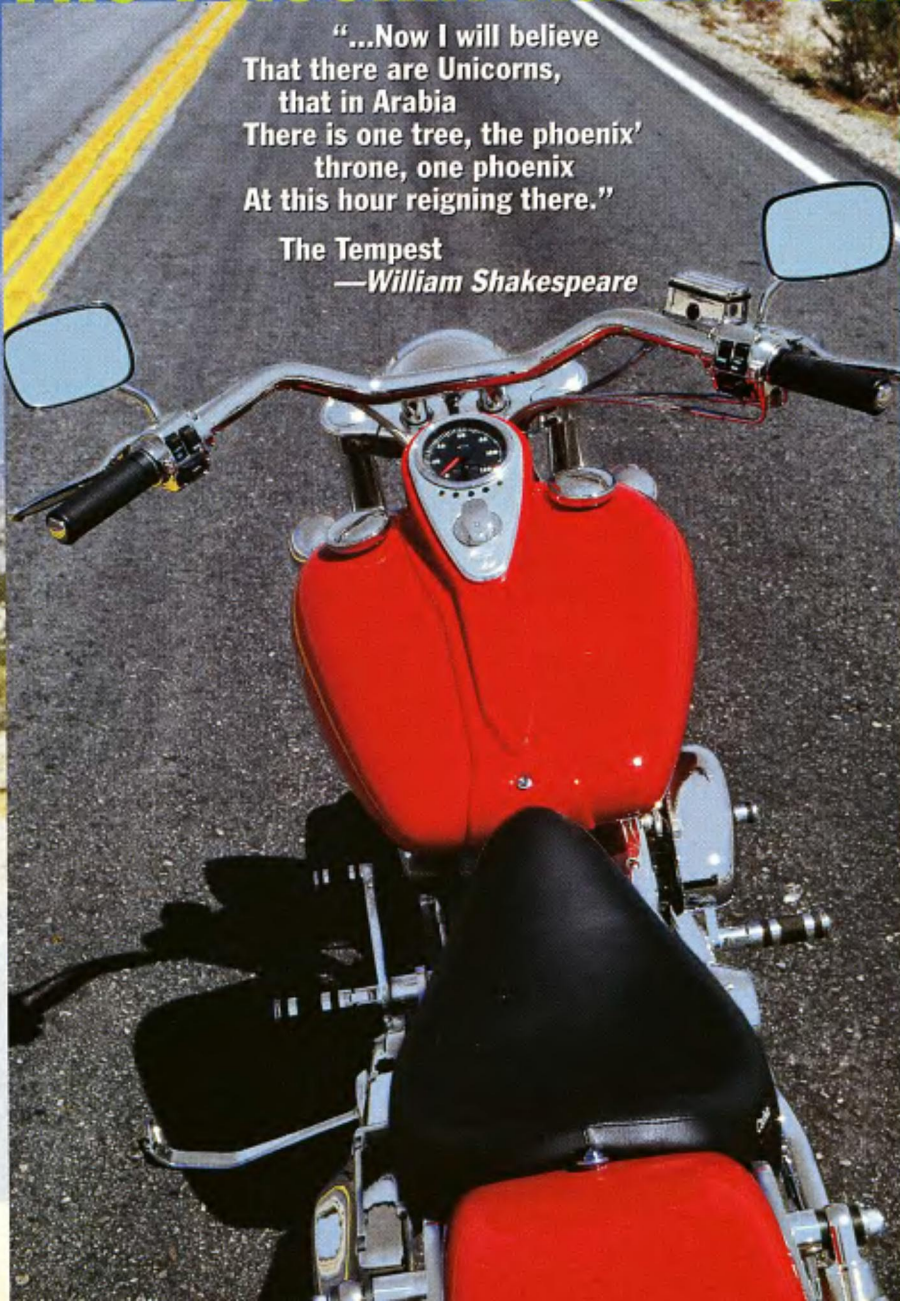


ENTRY-LEVEL TITAN

Greek mythology places the phoenix in Egypt; however, we found this Phoenix in—where else—Phoenix, Arizona, at Titan Motorcycle Company. In mythology, there only exists one phoenix at a time. When the phoenix feels its death approaching (every 500 years, give or take a few hundred years), it builds a nest, sets itself on fire, and is consumed by the flames. A new phoenix springs forth from the fire, symbolizing rebirth as it rises from the ashes.

In a sense, this is exactly what Titan has accomplished. This month we get a closer look at Titan's newest model, the Phoenix, described as their "entry-level" model. →

The Phoenix Has Risen



"...Now I will believe
That there are Unicorns,
that in Arabia
There is one tree, the phoenix'
throne, one phoenix
At this hour reigning there."

The Tempest

—William Shakespeare



Titan has called this bike "entry-level" because of the price. The Phoenix is selling at \$19,995. That price may not seem "entry-level" to most of us, but let's make an easy comparison. Take Harley's "re-birth" of the FXR3. The FXR3 comes with all the gee-gaws you would expect, including Thunderstar five-spoke cast wheels with matching rotors and rear sprocket, custom seat, front fender, side covers, and a choice of a Bright and Dark Candy Blue or Candy Emerald Green paint job. With an MSRP of \$17,995, you would think the FXR3 would be the better deal. Well, considering Harley only made 900 of them, with the "S" in MSRP standing for "Suggested," my guess is that they (Harley) have either sold all of these models, or the actual price would have been raised a few grand.

But what about this bike? And, why is it priced much lower than most of Titan's bikes? According to Mark Green, Titan's national sales manager, "We've decided to produce a custom bike, built with quality components, that allows the consumer to upgrade within their budget." Initially we were concerned that Titan might be substituting quality for cost, but that is not

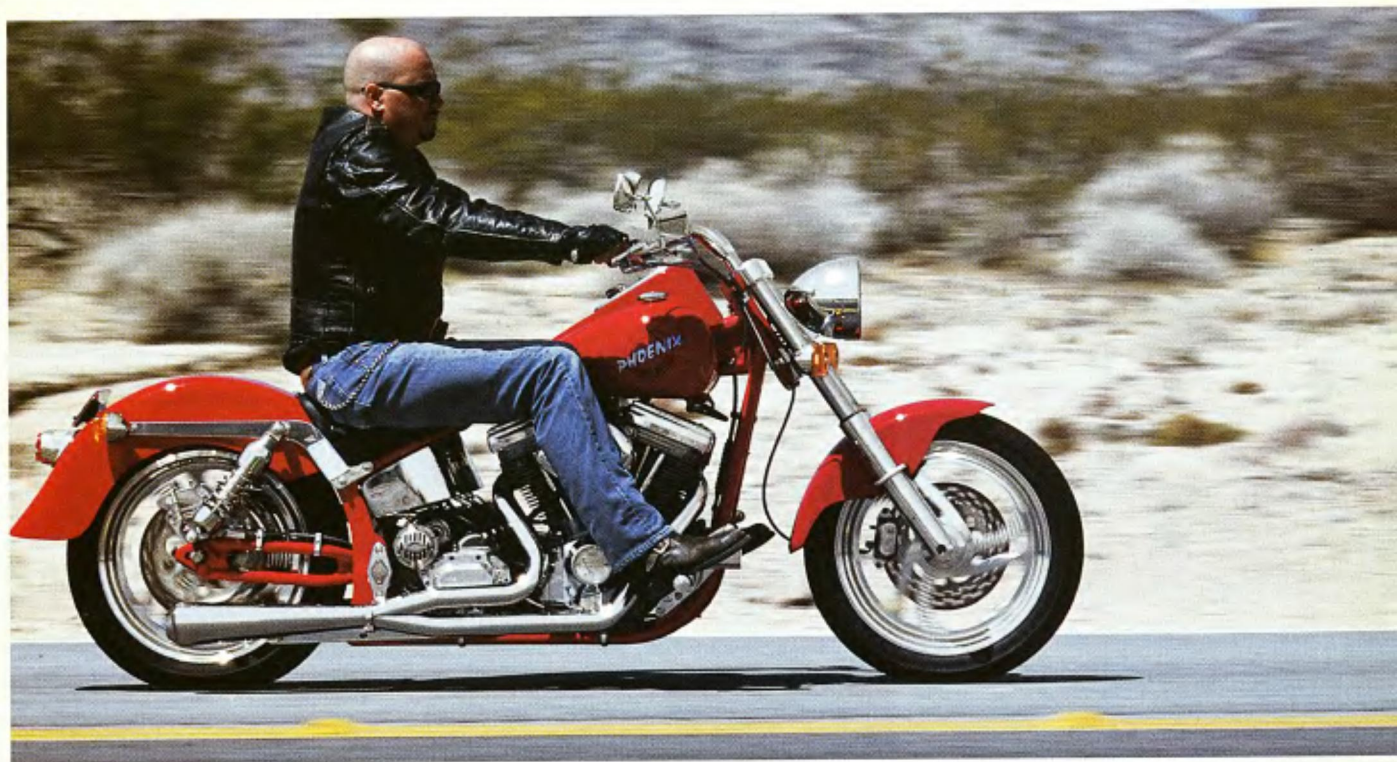
the case. The Phoenix comes with the S&S/Titan 96-inch engine, 34-degree raked Titan frame, and Titan 2-into-1 exhaust as stock. Those features alone would drive up the cost on the FXR3 quite a bit. Especially when you consider the fact that most H-D dealerships wouldn't complete this work in the first place. Add in Titan's proprietary suspension system and you have the kind of quality custom bike you've come to expect from Titan.

So this model doesn't have the top-of-the-line wheels, out-of-control paint job, or a complete chrome package. If you already acquire bike building knowledge, you know the steps of the custom bike building process. There is the familiar problem of selecting your parts and accessories as you choose between good, better, and best. Knowing that Titan chooses only quality components for their bikes, it became obvious that they chose the middle ground of parts and accessories for the Phoenix line. This allows them to empower the consumer to enhance the quality or to have the piece of mind in knowing they got a custom bike, built with the exact quality control that Titan puts into all their bikes. All of this came at an affordable price.

There was one problem, however. Turning sharply to either side caused a lot of metal scraping, since the bike was slammed low to the ground. For someone buying this as their first ride, hearing all that metal scraping may cause them to try and lift the bike out of the turn too soon, and then we all know what could happen there. If you don't, and you don't mind the possible consequences, take your ride into a good corner and try and pull it out right before the apex. If you don't crash, you're running head-on into oncoming traffic. I'm not claiming the Phoenix to be unsafe. Yet, there needs to be more thought put into the designs of bikes in general, rather than how low and lean they look.

Other than that, Titan has built another fine line of custom motorcycles and, all things considered, pretty affordable as well. If you didn't get a chance to see them in Laughlin this year, keep your eyes open in Myrtle Beach and Sturgis. If you can't get to those events, contact Titan Motorcycle Co. of America, Inc., 2222 West Peoria Ave., Phoenix, AZ 85029, (602) 861-6977, www.titanmotorcycle.com.

—Sherwood O'Dunmer





Manufacturer Titan Motorcycle
Company of America
City: Phoenix, Arizona

General

Fabrication: Titan
Year/make: 1999 Titan
Model: Phoenix
Assembly: Titan
Chroming: Titan

Engine

Year/model: ..1999 Titan enhanced
S&S 4-inch bore
Ignition: single fire
Displacement: 96-inch
Lower end: S&S/Titan
Balancing: Titan
Pistons: S&S
Cases: S&S
Heads: S&S/Titan
Cam: S&S
Lifters: JIMS
Carb(s): S&S Super E
Air cleaner: S&S
Pipes: Titan 2-into-1

Transmission

Year: 1999
Type: 5-speed, close-ratio

Frame

Year/type: 1999 rubbermount
Builder: Titan
Rake: 34 degrees

Paint

Painter: Titan
Color/type: Red/House of Kolor

Accessories

Bars: chrome 1.25-inch
diameter
Handlebar controls: chrome

Fender(s): Titan
Headlight: 7-inch chrome
Taillight: CCI
Speedo: electronic w/VDO
speedo and LED display
Dash: Titan with billet insert
Pegs: billet (back, optional)
Foot controls: billet forward controls
Electrics: Titan
Gas tank: 5-gallon
nickel plated

Oil tank: 3-quart custom
top mount
Oil system: Titan
Primary cover: Titan
Seat: solo
Mirrors: Custom Chrome, Inc.
Grips: Custom Chrome, Inc.
Forks
Type: 63mm
Builder: Titan proprietary
suspension
Modifications: Titan billet fork
clamps

Wheels

Front

Type: Titan
Size: 18 x 3.5
aluminum machined

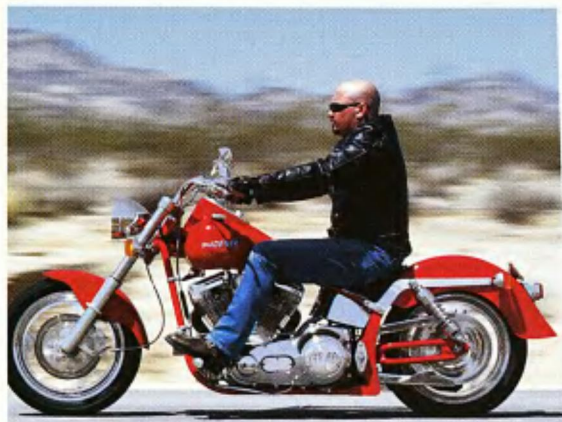
Tire: 130/70-18
Brake: Titan 4-piston caliper

Rear

Type: Titan
Size: 18 x 4.5
aluminum machined

Tire: 160/60-18
Brake: Titan 4-piston caliper

Photos: Markus Cuff





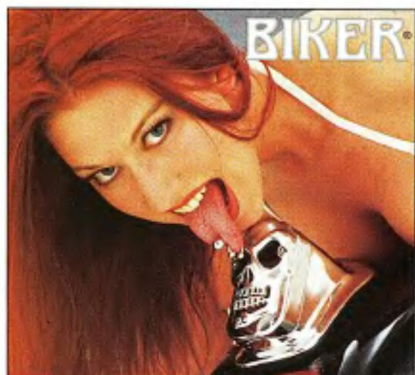
"Even I have my own Web site now ... www.shitface.com"

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Coming At Ya

As autumn winds howl and black cats are tossed out of passing cars, the October issue of *Easyriders* can only mean one thing ... tattoos! Yep, issue 316 will feature the finest inked flesh ever to scab over. Besides a connoisseur's collection of tantalizing tats, we'll also bring you all the Southern hospitality, hot scoots, and hotter honeys of the Myrtle Beach Run. You tech heads will dig our guide to cool carbs, as well as a mind-blowing Twin Cam custom by Russ Tom and Cobra's version of a custom Victory. If that ain't enough, we'll road test the new Super X by Excelsior-Henderson, meet up with two-wheeled daredevil Robbie Kniewel and yuk it up with a humor piece about why Men Are Great! All this *plus* 32 extra pages of custom bikes to drool over. Grab a handful! *On sale August 31*



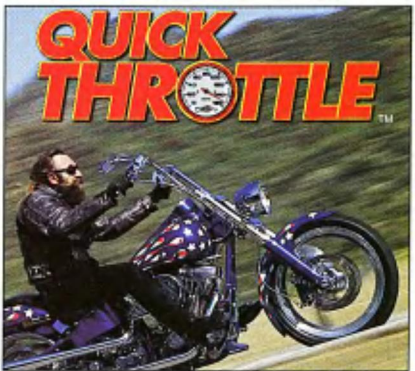
In October, David Mann's Ghost Rider lives on in a custom creation by Jesse James and a new awesome centerfold. Plus this chrome-lickin' lass will put lead in your pencil. You betcha. *On sale now*

Escape into the pages of *VQ*, where Wall Street meets Thunder Road, where two-wheeled treasures are uncovered in the world's most exclusive places. Unleash your dreams ... *on sale now*



The T's have it in November's issue of *Wind*. We view the wildest T-shirts in bikerdom and a gallery of readers' photos from Daytona '99. Plus, a 32-page special on the Easyriders Bike Show. *On sale now*

Get ready for the new look and feel of September's *Quick Throttle*, pumped up with more pages, techs, and customizing how-tos than ever before. It's a wild ride you don't want to miss. *On sale now*





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Prospect, PA
 July 30, 31, & Aug 1
 Butler County Fairgrounds
 (Rt. 422, 8 mi. W of Butler)

Fowlerville, MI
 Aug. 20, 21, 22
 Fowlerville Fairgrounds
 (I-96 to Fowlerville exit,
 north to Grand River)

Chillicothe, OH
 Sept. 2, 3, 4, 5, 6
 Ross County Fairgrounds
 (Hwy 35 to Rt. 104 North)

Greenville, SC
 Sept. 17, 18, 19
 Greenville County Fairgrounds
 (U.S. 25 1-1/2 miles N. of I-85)

Ft. Lauderdale, FL
 Sept. 24, 25, 26
 Big Cypress Seminole Reservation
 (I-75, exit 14 go North 19 miles)

Santa Rosa, CA
 October 8, 9, 10
 Sonoma County Fairgrounds
 (Hwy 101 to Hwy 12E)



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